Citizens Advisory Committee

REGULAR MEETING AGENDA

July 13, 2007
10:00 a.m.

Board Room

800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064

www.sfrta.fl.gov

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

CITIZENS ADVISORY COMMITTEE MEETING
OF JULY 13, 2007

The meeting will convene at 10:00 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL - Additions, Deletions, Revisions.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1. MOTION TO APPROVE: Minutes of the Citizens Advisory Committee Meeting of January 12, 2007

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

There are no Regular Agenda items.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only. If discussion is desired by any Member, however, that item may be considered separately.

I1 – PRESENTATION: Tri-Rail Performance Measure Evaluation

I2 – PRESENTATION: Tri-Rail Station Parking and Circulation Study

I3 – PRESENTATION: SFRTA Strategic Regional Transit Plan

I4 – PRESENTATION: 2007 Rail~Volution Conference Update

EXECUTIVE DIRECTOR REPORTS/COMMENTS

1. General SFRTA Update

OTHER BUSINESS

1. Next CAC Meeting – September 14, 2007

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Department at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the South Florida Regional Transportation Authority Citizens Advisory Committee with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

MINUTES
CITIZENS ADVISORY COMMITTEE MEETING
OF JANUARY 12, 2007

The Citizens Advisory Committee meeting was held at 10:00 a.m. on Friday, January 12, 2007 in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices, located at 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT:

Ms. Susan Haynie, Chair
Ms. Patricia Archer
Mr. Davidson Barlett
Mr. Anthony Robinson
Mr. David Rush
Ms. Jan Savarich

COMMITTEE MEMBERS ABSENT:

Mr. Rick Rodriguez Pina

ALSO PRESENT:

Mr. Joseph Giulietti, SFRTA Executive Director
Mr. Jack Stephens, SFRTA Deputy Executive Director
Ms. Bonnie Arnold, SFRTA
Mr. Dan Glickman
Ms. Diane Hernandez Del Calvo, SFRTA
Ms. Mary Jane Lear, SFRTA
Mr. Jeff Olson, SFRTA
Ms. Flavia Silva, SFRTA
Mr. Ed Woods, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:20 a.m.

PLEDGE OF ALLEGIANCE

The Chair led the Pledge of Allegiance.

ROLL CALL

The Chair requested a roll call. A quorum was not established.

The Chair requested Information Item I1 be heard before the Consent and Regular Agendas.

Ms. Archer arrived at 10:55am and a quorum was established.

AGENDA APPROVAL - Additions, Deletions, Revisions.

The Agenda was approved unanimously.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

Mr. Glickman, a Deerfield Beach resident, inquired about future transportation services for the next 2-5 years.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1. MOTION TO APPROVE: Minutes of the Citizens Advisory Committee Meeting of April 14, 2006.

C2. MOTION TO APPROVE: Minutes of the Citizens Advisory Committee Meeting of June 9, 2006.

C3. MOTION TO APPROVE: Minutes of the Citizens Advisory Committee Meeting of November 3, 2006

Mr. Barlett moved for approval of the Consent Agenda. The motion was seconded by Mr. Robinson.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Consent Agenda approved unanimously.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1 – MOTION TO ELECT: Citizens Advisory Committee Chair and Vice-Chair for Fiscal Year 2006-07

Mr. Barlett moved to nominate Ms. Susan Haynie as the Citizens Advisory Committee Chair for Fiscal Year 06-07. The motion was seconded by Mr. Robinson.

Mr. Barlett moved to nominate Ms. Patricia Archer as the Citizens Advisory Committee Vice-Chair for Fiscal Year 06-07. The motion was seconded by Mr. Robinson.

The Chair called for further discussion and/or opposition to the motions. Upon hearing none, the Chair declared the motions approved unanimously.

R2 – MOTION TO APPROVE: Citizens Advisory Committee 2007 Regular Meeting Schedule

Mr. Robinson moved to approve the Citizens Advisory Committee 2007 Regular Meeting Schedule. The motion was seconded by Mr. Barlett.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion approved unanimously.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only. If discussion is desired by any Member, however, that item may be considered separately.

I1 – PRESENTATION: Legislative Update

Mr. Stephens, SFRTA Deputy Executive Director, provided an update on SFRTA's Proposed Regional Transit Expansion and the Dedicated Funding Sources necessary to accomplish the projects.

EXECUTIVE DIRECTOR REPORTS/COMMENTS

1. General SFRTA Update

Mr. Giulietti, SFRTA Executive Director, stated that Commissioner Bruno Barreiro was elected as the SFRTA Governing Board Chair and Mayor Josephus Eggelletion, Jr. was elected as the Vice-Chair.

Mr. Giulietti stated that a Tri-Rail passenger sent a letter to the Editor of the New Times Magazine stating that due to the increase in service levels, the passenger was able to commute by train and saved $13,000 in the course of a year and put the savings towards a down payment on a home.

Mr. Giulietti informed the Committee that SFRTA is experiencing ridership growth and added that during the 2006 calendar year, Tri-Rail carried more than three-million passengers. This number represents a 21% growth over 2005 ridership.

Mr. Giulietti mentioned that the New River Bridge will be finished by the first quarter of 2007.

Mr. Giulietti stated that he was elected as the Chair of the Florida Public Transit Association at its 2006 annual conference.

Mr. Giulietti stated that the SFRTA Governing Board has appointed members to the Citizens Advisory Committee since its inception. Commissioner Bruno Barreiro, SFRTA Governing Board Chair, is aware that some of the original appointees have left the Committee and requested Board Members to review their appointments and reconfirm current appointees or make new appointments as appropriate.

OTHER BUSINESS

1. Next CAC Meeting – March 9, 2007

ADJOURNMENT

The meeting was adjourned at 11:10 a.m.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
CITIZENS ADVISORY COMMITTEE: JULY 13, 2007

AGENDA ITEM REPORT

☒ Information Item ☒ Presentation

TRI-RAIL PERFORMANCE MEASUREMENT EVALUATION

SUMMARY EXPLANATION AND BACKGROUND:

Since September 2006, the SFRTA Planning Department staff has been working with consultant Kittelson and Associates to develop a Performance Measurement Evaluation for Tri-Rail service. The project was conducted in two parts: a peer review of Tri-Rail using data from the National Transit Database (NTD), and a performance assessment using Tri-Rail data applied to numerous criteria and measures.

The peer review portion of the analysis compares Tri-Rail to a group of other commuter rail operators in the United States with similar characteristics. Measures used to compare Tri-Rail service with this peer group include route miles, span of service, passenger trips, passenger miles traveled, average trip length, train revenue miles, train revenue hours, passenger trips per revenue hour, operating cost per passenger trip, operating cost per train revenue hour, and weekend service availability.

The performance assessment portion of the analysis has been conducted to get a clearer picture of the quality of service being provided by Tri-Rail. The assessment includes a seven year period, which allows for a trend analysis and evaluation of the impacts of the more frequent Tri-Rail service implemented in March 2006. Categories used in the performance assessment include system utilization, service performance, parking infrastructure, external impacts, cost effectiveness, and level of service ratings.

It is hoped that this study's findings will be integrated into SFRTA's planning and operations management, prioritization, and decision making processes. The study's final document will also be incorporated into SFRTA's annual Transit Development Plan (TDP) Update, which will be submitted to the Florida Department of Transportation later this year.

EXHIBITS ATTACHED: (Presentation to be distributed at meeting)

AGENDA ITEM NO. I 2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
CITIZENS ADVISORY COMMITTEE: JULY 13, 2007

AGENDA ITEM REPORT

☒ Information Item ☒ Presentation

TRI-RAIL STATION PARKING AND CIRCULATION STUDY

SUMMARY EXPLANATION AND BACKGROUND:

As ridership growth occurs, adequate capacity and efficient circulation for all modes used to access stations must be provided. Understanding future parking needs is also important as South Florida Regional Transportation Authority (SFRTA) seeks to negotiate future land use opportunities at some of its stations. Over the past year SFRTA staff and consultants have drafted the Tri-Rail Station Parking and Circulation Study. The primary purpose of this study is to identify existing and future parking needs at Tri-Rail stations, and to develop a staged parking improvement implementation plan. Informational presentations have been made to the Planning & Technical Advisory Committee (PTAC), Property Committee (PC) and SFRTA Governing Board.

The main work of the study consisted of station inventories, demand projection and conceptual design formulation. The primary product of this effort is a prioritized list of projects aimed at providing sufficient parking capacity and improving circulation and station amenities over a twenty year timeframe. There are also general recommendations for SFRTA policy, implementation of improvements and innovations.

SFRTA staff can work with regional partner agencies to identify funds for the projects identified by this study.

EXHIBITS ATTACHED: Exhibit 1 – Executive Summary
Exhibit 2 – Presentation
Exhibit 3 – Station concept drawings

Exhibit 1

Tri-Rail Parking and Circulation Study

DRAFT

Prepared for:

South Florida Regional Transportation Authority

Prepared by:

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

Kimley-Horn and Associates, Inc.

CAMBRIDGE SYSTEMATICS

March 2007

Executive Summary

Introduction

The Tri-Rail Parking and Circulation Study was conducted to identify existing and future parking needs at Tri-Rail stations and to develop a staged parking improvement implementation plan. As ridership growth occurs, adequate capacity and efficient circulation for all modes used to access stations must be provided. Understanding future parking needs is also important as SFRTA seeks to negotiate future land use opportunities at some of its stations.

Field observations were conducted during July and August 2006 at the eighteen (18) Tri-Rail Stations in Palm Beach, Broward, and Miami-Dade Counties. Highest parking utilization, arrivals by mode throughout the peak period, and an inventory of the passenger amenities in each parking area were documented. Parking demand at each station extending to 2025 was estimated. Illustrative conceptual design improvements that address parking needs and deficiencies were developed. The final products of this effort are a list of system-wide recommendations and a staged improvement program detailing specific projects.

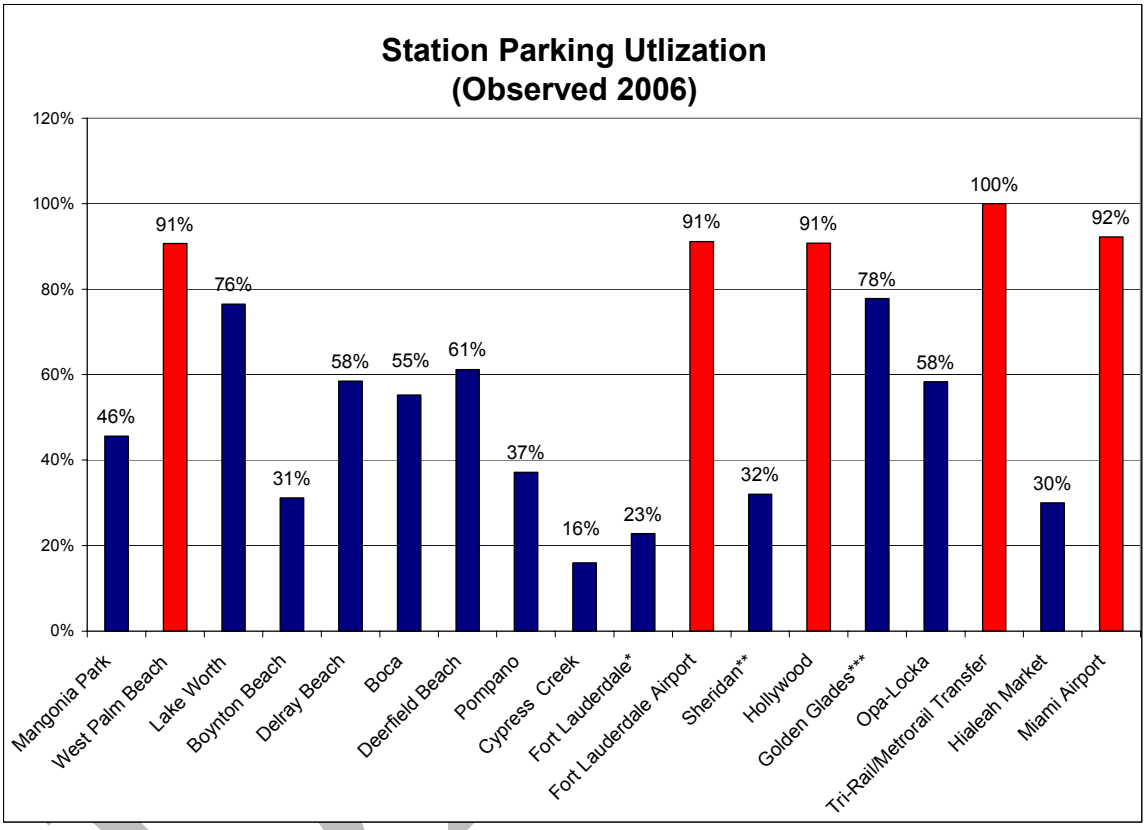
The primary priorities and recommendations of this report are:

- Increase parking capacity through additional surface and structured parking
- Reduce conflicts by separating circulation and providing dedicated space to all modes
- Improve station area wayfinding, amenities, and maintenance
- Enhance access to stations and connections to surrounding uses

Section 1: Observed Parking Utilization, Circulation and Amenities

Figure 1 below shows the percentage of parking spaces utilized at the end of the AM peak period. (The AM peak period was the most active timeframe observed.) The utilizations rates were calculated from the total number of marked parking spaces counted during the field observations and the observed parking usage.

Figure 1: Station Parking Utilization Rates

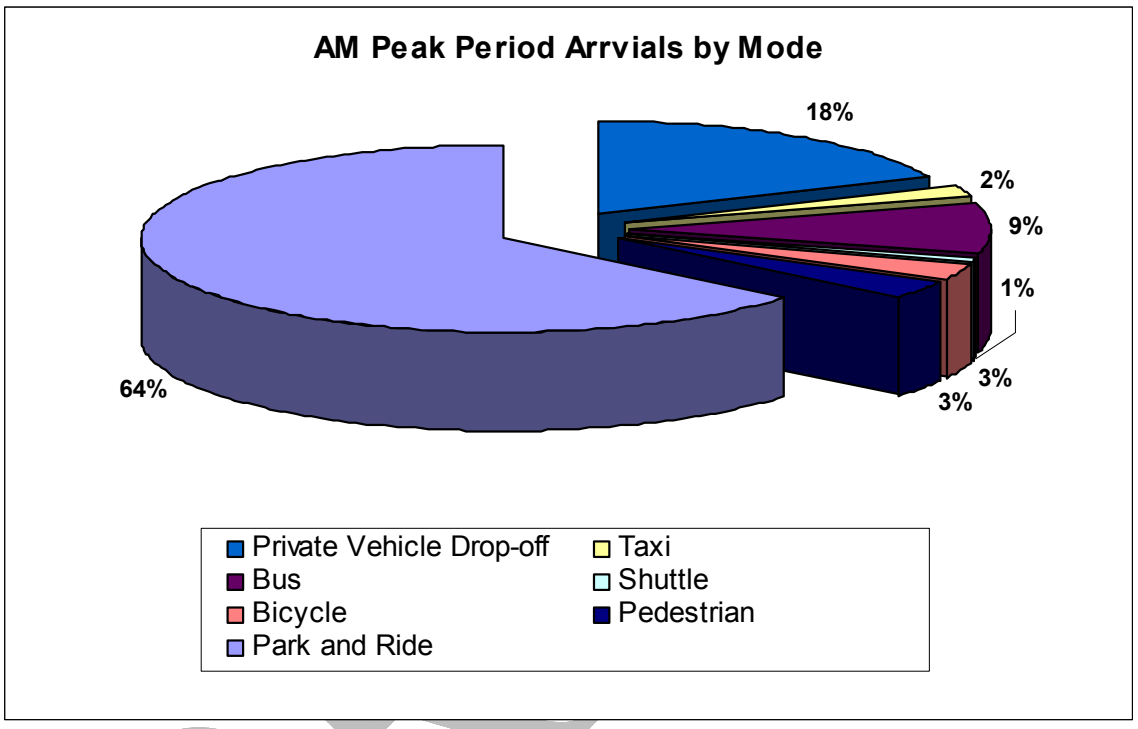


*Only includes parking on south side of Broward Blvd.
**Includes Primary, South, and East lots
***Includes parking facility closest to station.

Station Arrivals

Figure 2 below shows the breakdown of the modes used by Tri-Rail customers when arriving at stations during the AM peak period. The largest percent of arrivals per mode identified was driving to the station, parking, and then boarding the train, shown as "Park and Ride."[1]

Figure 2: AM Peak Period Station Arrivals by Mode



[1] The percentage above do not include Cypress Creek, Tri-Rail/Metrorail Transfer, and Lake Worth where the location of the station platform in relation to the parking lot made it difficult to avoid duplication of counts between modes.

Inventories

The passenger amenities inventoried at each station include bicycle racks (40 system-wide), bus shelters (34 system-wide), ticket machines (45 system-wide), station crossing bridges, pedestrian signals, and passenger waiting areas. At many stations these are insufficient to meet current or anticipated demand. Accessibility to each station was also noted including the presence or absence of Tri-Rail Drop-off/Pick-up locations (sometimes referred to as "Kiss and Ride") and crosswalk, sidewalk, and pedestrian connections at each station. At certain locations signage is deficient or misleading, critical links in the pedestrian and bicycle network are missing and other improvements are needed. The minimum and maximum walking distances from particular parking areas to the station platforms are excessive and create a barrier to Tri-Rail customers. The deficiencies identified during the field observations are summarized in the categories listed below.

Primary Findings

- **Park and Ride Lots**: Some lots are currently experiencing park and ride demand at or approaching capacity. Immediate and near-term capacity needs exist due to recent and anticipated service increases.
- **Signage**: Although probably due in part to recent hurricanes, missing signage, including wayfinding signs, bus stop locations, and parking information, is common. There is also inconsistent use of signage designating spaces and circulation system-wide.
- **Maintenance:** The majority of parking lots have faded or poor striping, which can exacerbate conflicts between modes. Several stations also have overgrowth of grass, shrubs, etc., blocking pedestrian pathways. Potholes, possibly indicating poor drainage, can be found at many stations.
- **Drop-off/pick-up areas**: Buses, cars, and taxis often attempt to utilize the same spaces to drop-off/pick-up passengers. Others lack a designated location altogether. Kiss-and-Ride designated areas are used haphazardly, and are highly underutilized due to their inconvenient location or lack of signage.
- **Multi-Modal Infrastructure**: Connecting sidewalks from parking lots to the station with Americans with Disabilities Act (ADA) accessible ramps, more benches, and additional shelters with seating areas would improve the functionality of the stations. There are an inconsistent number/placement of racks and a lack of lockers except at the Boca Raton Station. Some sidewalk links are missing that could facilitate better access to the stations.
- **Other Issues**: Some lots may be used as free parking by people who do not take Tri-Rail trains. This behavior is suspected at Fort Lauderdale Airport, Miami Airport and Tri-Rail/Metrorail Transfer. Further investigation is necessary to determine the level of abuse. SFRTA operations staff also indicated some customers may be leaving vehicles or bicycles parked overnight at stations.

Section 2: Parking Projections

The development of future parking demand projections was based on historical ridership, parking trends, and the regional planning model. The projections are reflective of future ridership, population, and economic growth forecasts in the three counties where Tri-Rail operates. Three different future growth scenarios were used to develop parking projections over four horizon years through 2025:

- Moderate: Slower residential growth, moderate gas prices, and no significant transit development
- Moderate-High: Some additional premium transit service supporting Tri-Rail
- High: Significant additional premium transit service supporting Tri-Rail, aggressive residential growth, and high gas prices

Summary of Future Parking Needs

SFRTA staff and the consultant agreed after examination of all scenarios, to use Moderate-High growth estimates to project future parking needs for the Tri-Rail system. This methodology represents a middle-of-the-road approach and is the basis for the resulting number of new parking spaces that should be provided at stations over the next 20 years to address the anticipated growth in demand. The intermediate estimates were felt to be most reflective of the likely population growth and transportation conditions in South Florida over the next ten to twenty years. **Figure 3** shows graphically the growth in system-wide parking demand into the future, compared with existing parking demand and current (2006) supply. Demand at each station is show in **Table 1.** Distance and differences among stations lead to a general inability to satisfy demand at one location with available spaces at another station.

Figure 3: Future Parking Demand – Moderate-High Growth

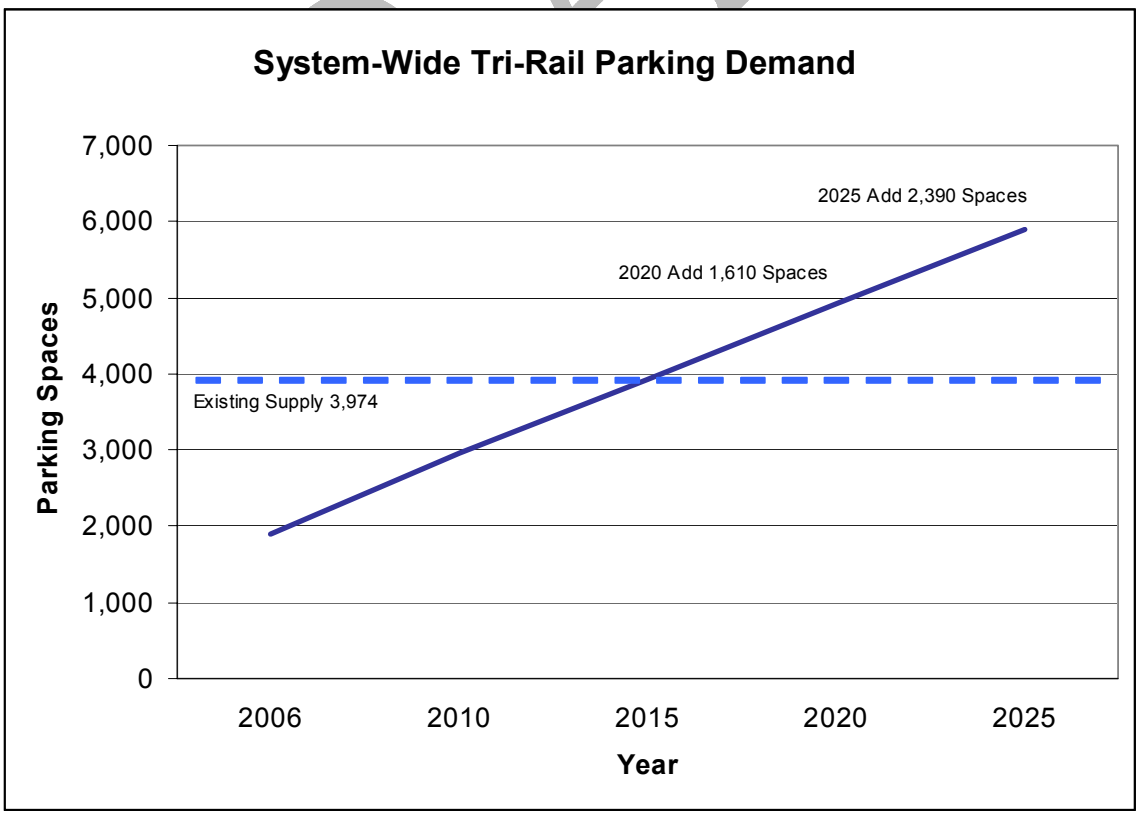


Table 1: Future Tri-Rail Parking Demand

Tri-Rail Future Parking Needs					
	2025 Demand	minus	Existing	equals	Need
Mangonia Park	465	-	274	=	191
West Palm Beach	380	-	139	=	241
Lake Worth	175	-	85	=	90
Boynton Beach	375	-	330	=	45
Delray Beach	215	-	130	=	85
Boca Raton	260	-	163	=	97
Deerfield Beach	405	-	255	=	150
Pompano Beach	295	-	272	=	23
Cypress Creek	250	-	556	=	0*
Fort Lauderdale	265	-	394	=	0*
Dania Beach (FLL airport)	585	-	180	=	405
Sheridan Street	445	-	475	=	0*
Hollywood Blvd.	330	-	141	=	189
Golden Glades	505	-	216	=	289
Opa-Locka	155	-	72	=	83
MetroRail Transfer (79th St.)	115	-	41	=	74
Hialeah Market	80	-	70	=	10
Miami Airport	595	-	181	=	414
Total**	**5895**		**3974**		**2386**

* Where current capacity exceeds 2025 demand, need is shown as 0
** Total is a sum of station needs, and does not assume parking needs can be met with excess capacity at other stations

Section 3: General Recommendations and Capital Improvements Program

The study recommendations are the result of a thorough review of professional and technical publications as well as numerous consultations between SFRTA staff, the consultant, FDOT, and other interested parties. The recommendations have been developed simultaneously with the SFRTA strategic planning process and an ongoing update of the agency's Transit Development Program. The program attempts to address issues identified in this study and to advance a rational approach to station area development. This program will provide for future intermodal access requirements in a way that matches and exceeds industry standards. Conceptual design options for each station were developed to illustrate the proposed course of action and are available in the main body of the study report. The following system-wide and station specific improvement recommendations represent distinct and innovative opportunities to improve the overall function of Tri-Rail stations. The following represent the final products of this study:

- System-wide policy and improvement recommendations
- Prioritized list of station improvements and associated costs (**Table 2**) [2]

System-Wide Policy and Improvement Recommendations

1. Secure SFRTA ownership or long-term use rights at all current Tri-Rail parking lots.

2. Secure agreements, obtain funding, and purchase additional properties needed for parking and circulation capacity expansion.

3. Correct identified circulation problems in accordance with the priority list. Separate traffic flows. Designate areas at each station for drop-off/pick-up and waiting.

4. Correct identified signage deficiencies. A comprehensive sign inventory is required to catalog the type and position of existing assets as well as needs for the future.

5. Address identified paint and striping needs. Use colored lanes and reflectors to identify separate traffic zones (bike, bus, drop-off, taxi, etc.).

6. Address identified pavement maintenance needs. Investigate the use of permeable pavers, especially in areas with drainage problems.

7. Correct identified lighting deficiencies. Use lighting that is pedestrian friendly and high-efficiency, as well as conforming to dark sky guidelines where adjacent properties may be impacted by glare.

8. Coordinate with local jurisdictions and adjacent property owners to improve identified access deficiencies and pedestrian hazards.

9. Correct all identified ADA accessibility issues following the stricter of the Florida Building Code or the Americans with Disabilities Act.

[2] Please note that these costs are provided as an estimate for planning purposes only and are based in year 2007 dollars. Kimley-Horn and Associates, Inc. has no control over the actions of jurisdictional agencies and is not a party to agreements between the client and others. Accordingly, professional opinions as to the status of permits and entitlements or the suitability for a specific purpose, and professional opinions as to the probability and timeframe for approvals, are made on the basis of professional experience and available data. Kimley-Horn does not guarantee that the outcome of permits and entitlements or suitability will not vary from its opinions. Because its opinions are based upon very limited site investigation and scope of services, Kimley-Horn does not guarantee that all issues affecting the site have been investigated.

10. Purchase and install new bicycle racks at identified locations. Assess demand and maintenance oversight issues for placement of bicycle lockers at additional stations.

11. Identify one staff person at SFRTA responsible for overseeing parking and circulation issues.

12. Where demand exceeds capacity and space is available, use temporary gravel lots until permanent parking can be constructed.

13. Incorporate minimum design standards and preference options for all parking and circulation components into SFRTA's station design guidelines.

14. Conduct nighttime counts and station surveys to observe and document overnight auto and bicycle parking activity. Develop a policy for overnight parking and security at Tri-Rail stations.

15. Designate and sign a minimum of two spaces at each station for staff and security agent use.

16. Secure long-term agreements with other entities that use station parking (Amtrak, Greyhound, FDOT, CSX, etc.).

17. Collect and review bi-annual FDOT counts of all station park and ride facilities. Recalculate parking demand projections at five-year intervals in advance of major TDP updates.

18. Ensure all joint development and TOD proposals include preservation of required parking capacity for Tri-Rail patrons, as well as efficient and safe circulation elements. Identify and pursue potential shared-use parking opportunities with off-peak uses in adjacent developments.

19. Examine potential methods to shift parking demand to alternate locations and modes.

20. Design and implement a trial program of permit-guaranteed parking or a payment system where parking is constrained or suspected of being abused.

21. Examine Intelligent Transportation Systems (ITS) applications and technology that might help customers identify available parking and reduce delays in station access. Coordinate efforts with FDOT, SFCS, and media outlets.

22. Examine the potential for installation of parking canopies on SFRTA lots that incorporate solar power equipment to provide shade while generating electricity and revenue.

23. Examine the potential for placement of short-term rental vehicles at Tri-Rail stations. Proven car-sharing and bicycle rental vendors should be invited to submit proposals.

24. Examine the potential usefulness and cost of rubber sidewalks at Tri-Rail stations.

25. Work with local jurisdictions, FDOT, and the corresponding Metropolitan Planning Organizations (MPOs) to add designated bike lanes on roadways that approach Tri-Rail stations.

26. Work with partner agencies to obtain funding.

Table 2: Tri-Rail Station Parking and Circulation Improvements Program

< 2010		2010-2015		2015-2020		> 2020	
project	*cost*	*project*	*cost*	*project*	*cost*	*project*	*cost*
Mangonia Park (274 Existing Spaces)							
Landscaping maintenance required	Part of existing station maintenance costs	Improve circulation elements as shown in conceptual plan, adding an additional 94 surface spaces for 368 total spaces.	$ 1,337,925	Drop-off/pick-up on NE side of SFRC	TBD (Note: Right-of-Way costs not included.)	Parking garage with at least 97 parking spaces, for 468 total spaces.	$ 3,735,000
Acquire property or long-term lease for existing station parking and circulation	TBD (Note: Right-of-Way costs not included.)	Add bicycle racks (4) and bicycle lockers (6)	$ 19,422				
		Add benches (12) and shelters (10)	$ 454,425				
West Palm Beach (139 Existing Spaces)							
Provide 140 temporary parking spaces on gravel lot (future Palm Tran Bus Transfer Facility) adjacent to station for 279 total parking spaces.[1]	$ 98,849	Improve circulation elements as shown in conceptual plan, including one-way movement pattern, resulting in loss of 51 parking spaces for 228 total parking spaces	$ 1,862,344	Add 291 parking spaces in garage on location of temporary gravel lot for a total of 380 total spaces.	$5,453,100	Work with city/county to provide bus transfer facility to west of station	NA
Shift unutilized spaces from signed employee parking to signed Tri-Rail parking (Signage)	$ 1,000	Add bicycle improvements including additional racks (4) and bicycle lockers (6), and restriping for bike lanes on Tamarind	$ 134,400	Provide traffic signal at Datura St. and Tamarind	$373,500	Pedestrian/Cyclist overpass connection to crossing bridge from garage	$ 771,900
Monitor "no parking" areas more frequently, discourage taxi cabs blocking drop-off and bus bays	Part of existing station maintenance costs	Pedestrian improvements including crosswalks on Tamarind, possible pedestrian countdown signal, and sidewalks improvements (including to Banyan St.)	$ 312,290				
		Add shelters (13) and benches (13)	$ 586,706				
Lake Worth (85 Existing Spaces)							
Secure long-term agreement to continue use of temporary parking lot west of station	TBD	Create bus pull-off and passenger drop-off locations on Lake Worth Rd.	$ 1,095,175	Add crosswalks and pedestrian countdown signals on Lake Worth Rd.	$67,853	Examine options for additional parking spaces on parcel situated between station and temporary lot	TBD (Note: Right-of-Way costs not included.)
Recover approximately 280 surface parking spaces under I-95 per FDOT plans for a total of 365 spaces. (Adjacent parking shared with Lake Worth High School)	Coordinate with FDOT plans	Improve circulation elements as shown in conceptual plan to maintain minimum of 144 parking spaces for a total of 229 spaces.	$ 578,930				
		Add shelters (4) and benches (2)	$ 177,413				
		Add bicycle racks (4) and bicycle lockers (6)	$ 19,422				
Boynton Beach (330 Existing Spaces)							
Improve Kiss-and-Ride signage	$ 5,000	Improve circulation elements as shown in conceptual plan, resulting in a loss of 44 parking spaces for 286 total parking spaces.	$ 2,332,374	Additional minimum of 89 spaces in surface lot expansion for a total of at least 375 total spaces. (Additional spaces can be added by extending surface parking on SFRTA owned property.)	$275,322		
		Add shelters (11) and benches (6)	$ 488,683				
		Add bicycle racks (4) and bicycle lockers (6)	$ 19,422				
Delray Beach (130 Existing Spaces)							
Relocate formerly used bus shelter and add benches (7)	$ 25,894	Improve circulation elements as shown in conceptual plan, including shelters (5), which will result in loss of 18 parking spaces for a total of 112 spaces.	$ 990,374	Add sidewalk from station to Congress Ave.	$122,632	Work with city, county and FDOT to provide pedestrian access from east side of I-95	TBD
Improve signage to station	$ 5,000	Add 197 spaces needed in garage over existing lot, with 18 remaining surface spaces, for 215 total spaces.	$ 4,103,058				
Identify location for temporary parking while parking garage constructed	TBD	Bicycle racks (3) and bicycle lockers (6)	$ 17,368				
Boca Raton (163 Existing Spaces)							
Designate locations for drop-offs/pick-ups by restriping/extending fire lane	$ 12,450	Improve circulation elements as shown in short-term conceptual plan including 24 additional surface spaces for 187 total spaces	$ 2,571,577	Add 236 spaces in parking garage, with 24 remaining surface spaces, for a total of 260 parking spaces (with no remaining temporary spaces)	$5,025,975	Monitor FDOT construction program to ensure access of bike/pedestrian and shuttles, especially from FAU (east side of station).	NA
Correct signage for entering/exiting motorists from Congress and Yamato	$ 2,500	Provide 50 temporary parking spaces in gravel lot for a total of 237 spaces.[1]	$ 46,928				
		Add benches to existing shelters (8) and additional shelters in waiting areas (6)	$ 273,900				
		Add bicycle racks (4) and bicycle lockers (6)	$ 19,422				

< 2010		2010-2015		2015-2020		> 2020	
project	*cost*	*project*	*cost*	*project*	*cost*	*project*	*cost*
Deerfield Beach (255 Existing Spaces)							
Improve signage from Hillsboro Blvd.	$ 2,500	Improve circulation elements as shown in conceptual plan, resulting in loss of 46 existing spaces for a total of 209 total spaces.	$ 3,170,693	Negotiate for use of additional surface parking at adjacent courthouse lot	TBD (Note: Right-of-Way costs not	Potential crossing bridge (pedestrian/bicycle overpass) to facilitate safe movement at the south end of the platforms	$ 2,000,000
Maintain spaces and coordinate access improvements with adjacent developments	NA	Add 196 parking spaces in parking garage for a total of 405 parking spaces.	$ 3,660,300				
		Add bicycle racks (8) and bicycle lockers (6)	$ 28,134				
		Add shelters (24) and benches (16)	$ 1,070,700				
		Create sidewalk improvements	$ 175,370				
Pompano Beach (272 Existing Spaces)							
Complete SFRTA planned access and parking improvements adjacent to west platform, adding 43 additional parking spaces for 315 total spaces	See existing SFRTA Plans	Complete identified sidewalk improvements around station	$ 139,425	Improve circulation elements as shown in conceptual plan, including addition of twelve (12) parking spaces, for a total of 327 parking spaces	$1,188,934		
				Add bicycle racks (4) and bicycle lockers (6)	$19,422		
				Add benches (6) and shelters (8) in waiting areas	$357,938		
Cypress Creek (556 Existing Spaces)							
Address maintenance needs in park-and-ride lot	Coordinate with FDOT	Construct sidewalk to Cypress Creek Rd. on west side of SFRC (does not include curb/gutter)	$ 45,464	Examine options for pedestrian underpass or overpass of Andrews Ave. (shown as Options 1 and 2 on Conceptual Drawings)	$6,972,000		
Improve pedestrian crossing of Andrews Ave. with striping, signage, pedestrian countdown signal and refuge island	$ 75,323			Maintain parking east of the station	NA		
				Create 116 additional surface parking spaces and circulation elements on SFRTA owned land to the west of the station with access to Powerline Rd., for a total of 672 parking spaces	$2,265,860		
				Add shelters (11) and benches (4)	$485,550		
Improve signage to better identify existing drop-off/pick-up area and disabled parking	$ 5,000			Add bicycle racks (4) and bicycle lockers (6)	$19,422		
Fort Lauderdale (394 Existing Spaces)							
Shift Amtrak spaces to remote lot (signage), assigning all 394 spaces in lot to Tri-Rail	$ 5,000	Improve circulation elements as shown in conceptual plan, including shelters (9), resulting in loss of 20 spaces for a total of 374 spaces.	$ 1,858,564	Maintain parking spaces to meet demand and monitor progress of FDOT joint development plans and Central Broward E-W premium transit project	NA	Continue maintaining parking spaces to meet demand and monitor progress of FDOT joint development plans and Central Broward E-W premium transit project.	NA
Improve pedestrian crosswalk to remote lot	$ 1,500	Add bicycle racks (4) and bicycle lockers (6)	$ 19,422				
Improve signage directing traffic movements	$ 5,000						
Add stop sign at station entrance at south end of lot	$ 1,000						
Fort Lauderdale Airport at Dania Beach (180 Existing Spaces)							
Improve circulation elements as shown in conceptual plan, resulting in loss of 31 parking spaces, for 149 total spaces. (NOTE: Right-of-Way costs not included.)	$ 929,008	Provide benches (4) and shelters (8) in waiting areas	$ 354,825	Parking garage with 531 parking spaces built over existing surfacing parking and maintaining circulation area on west side of SFRC. Resulting parking: 54 surface parking spaces on east side of SFRC, surface spaces and 531 parking garage spaces for 585 total spaces (with removal of temporary gravel lot).	$9,951,425	Crossing bridge from parking garage to east platform	$ 2,660,000
Provide 115 temporary overflow parking spaces in gravel lot east of station for 264 total parking spaces[1]	$ 86,351	Add bicycle racks (4) and bicycle lockers (6)	$ 19,422	Potential for pay or permit parking for Tri-Rail customers	NA		
Improve signage directing people to station and east parking lot	$ 5,000	Create pedestrian crosswalks on Gulfstream Way	$ 10,000				
Improve pedestrian crossing at Griffin Rd. and I-95	$ 3,000						

< 2010		2010-2015		2015-2020		> 2020	
project	*cost*	*project*	*cost*	*project*	*cost*	*project*	*cost*
Sheridan Street (475 Existing Spaces)							
Address maintenance issues identified	Coordinate with FDOT	Maintain parking to meet projected demand and coordinate circulation improvements with FDOT and developer of adjacent park and ride lot	NA	Monitor situation for an opportunity to provide access on west side of SFRC	NA	Continue monitoring situation for an opportunity to provide access on west side of SFRC	NA
Improve signage	$ 5,000	Pedestrian connection from Ty Park to west platform	$ 36,790				
Hollywood (141 Existing Spaces)							
Explore options for use of some Amtrak designated spaces as Tri-Rail spaces	NA	Improve circulation elements as shown in conceptual plan, resulting in loss of 67 spaces, for a resulting total of 74 spaces.	$ 1,838,721	Work with city, county and FDOT to create an intermodal center with parking garage containing 256 spaces, east of I-95 and a possible pedestrian crossing bridge to connect with Tri-Rail station. (Cost does not include property acquisition or lot clearance.) Results in 330 total spaces (not including any shared spaces at planned Railroad Museum.)	$9,511,800	Potential for pay or permit parking for Tri-Rail customers	TBD
Improve signage directing people to station	$ 5,000	Work with city and county regarding possibility of shared parking with planned Railroad Museum north of station. Need to accommodate up to 67 spaces from potential circulation improvements and 50 additional spaces for parking demand, resulting in a 191 total parking spaces	TBD				
Provide pedestrian crosswalk and pedestrian countdown signals at Hollywood Blvd. and I-95 ramps	$ 75,223	Provide benches (4) and shelters (8) in waiting areas	$ 354,825				
		Add bicycle racks (4) and bicycle lockers (6)	$ 19,422				
Golden Glades (216 Existing Spaces)							
Address identified maintenance needs	Coordinate with FDOT	Improve circulation elements as shown in conceptual plan, resulting in loss of 25 parking spaces, for a total of 191 spaces	$ 1,231,041	Monitor FDOT joint development progress and maintain space for projected parking levels, including possible garage with 314 parking spaces, for a total of 505 spaces	$9,430,875	Acquire property to provide access on west side of SFRC and potential parking facilities	TBD (Note: Right-of-Way costs not included.)
Improve signage	$ 5,000	Add bicycle racks (4) and bicycle lockers (6)	$ 19,422			Add pedestrian/cyclists crossing bridge to gain access on west side of SFRC	$ 2,000,000
		Add shelters with seating (11)	$ 546,700			Add sidewalk connections to provide access on west side of SFRC	$ 35,000
Opa-Locka (72 Existing Spaces)							
Improve signage and directions on website	$ 5,000	Improve circulation elements as shown in conceptual plan, resulting in loss of 4 parking spaces, for a total of 68 parking spaces	$ 1,403,520	Acquire property to NE for additional 87 spaces of surface parking, resulting in a total of 180 parking spaces. (NOTE: Cost does not include lot clearance or Right-of-Way)	$311,628	Work with city to create bike/pedestrian path on SE side of SFRC	NA
		Secure shared parking agreement with museum, for a minimum of 25 spaces, resulting in a total of 93 parking spaces	TBD				
		Add bicycle racks (4) and bicycle lockers (6)	$ 19,422				
		Provide benches (4) and shelters (9) in waiting areas	$ 398,400				
Tri-Rail / MetroRail Transfer (41 Existing Spaces)							
Add 40 parking spaces on SW lot owned by SFRTA for 81 total spaces. Implement gated access for Tri-Rail passengers only.	$ 190,744	Coordinate with Miami-Dade Transit and FDOT on potential bus transfer facility adjacent to station	NA	Improve circulation elements as shown in conceptual plan including east side access, drop-off/pick-up area, and 37 additional surface parking spaces on land owned by SFRTA on east side of station for a total of 118 spaces	$1,689,528	Coordinate with Miami-Dade Transit regarding potential parking garage	NA
Encourage city to construct sidewalks between station and nearby residential areas	NA	Acquire property for construction of parking garage and circulation improvements	TBD (Note: Right-of-Way costs not included.)	Provide benches (4) and shelters (9) in waiting areas	$398,400		
Improve nearby crosswalks and transfer connectivity of stations	$ 2,000			Add bicycle racks (6) and bicycle lockers (6)	$23,531		

< 2010		2010-2015		2015-2020		> 2020	
project	*cost*	*project*	*cost*	*project*	*cost*	*project*	*cost*
Hialeah Market (70 Existing Spaces)							
Improve signage	$ 5,000	Improve circulation elements as shown in conceptual plan, for a loss of 32 spaces, with a resulting total of 38 spaces.	$ 1,152,356	Provide pedestrian access and station crossing bridge from the east side of SFRC.	$2,040,000		
Improve pavement striping and address other identified maintenance needs	Part of existing station maintenance costs	Negotiate short term lease to accommodate shift of demand during MIC construction	TBD				
Provide more frequent monitoring by security personnel	NA	Add 122 spaces in short term lease described above (cost of gravel lot)*, for a total of 160 parking spaces	$ 82,933				
		Provide benches (4) and shelters (9) in waiting areas	$ 398,400			160	
		Add bicycle racks (6) and bicycle lockers (6)	$ 23,531				
Miami Airport (181 Existing Spaces)							
Restripe disabled spaces	$ 6,500	Pedestrian crosswalk	$ 5,000	Monitor progress of MIC and preserve parking spaces	NA	Potential for pay or permit parking for Tri-Rail customers	NA
Install fencing to prohibit pedestrian crossing of SFRC	$ 25,000						
Total Costs							
	$ 1,593,842		$ 35,524,360		$55,984,695		$ 11,201,900

[1]Includes cost of gravel only and does not include lot clearance or any required drainage costs.

NA= Not Applicable

TBD=To be determined

Notes and Assumptions:

1. Kimley-Horn and Associates, Inc. has no control over the actions of jurisdictional agencies and is not a party to agreements between the client and others. Accordingly, professional opinions as to the status of permits and entitlements or the suitability for a specific purpose, and professional opinions as to the probability and timeframe for approvals, are made on the basis of professional experience and available data. Kimley-Horn does not guarantee that the outcome of permits and entitlements or suitability will not vary from its opinions. Because its opinions are based upon limited site investigation and scope of services, Kimley-Horn does not guarantee that all issues affecting

2. No code research has been done to determine the cost, feasibility and constructability of the project.

3. Parking space dimensions are assumed to be 9 1/2' x 20' .

4. Assumes that no materials will be reused.

Exhibit 2

Tri-Rail Parking and Circulation Study

SFRTA Citizen Advisory Committee – July 13, 2007

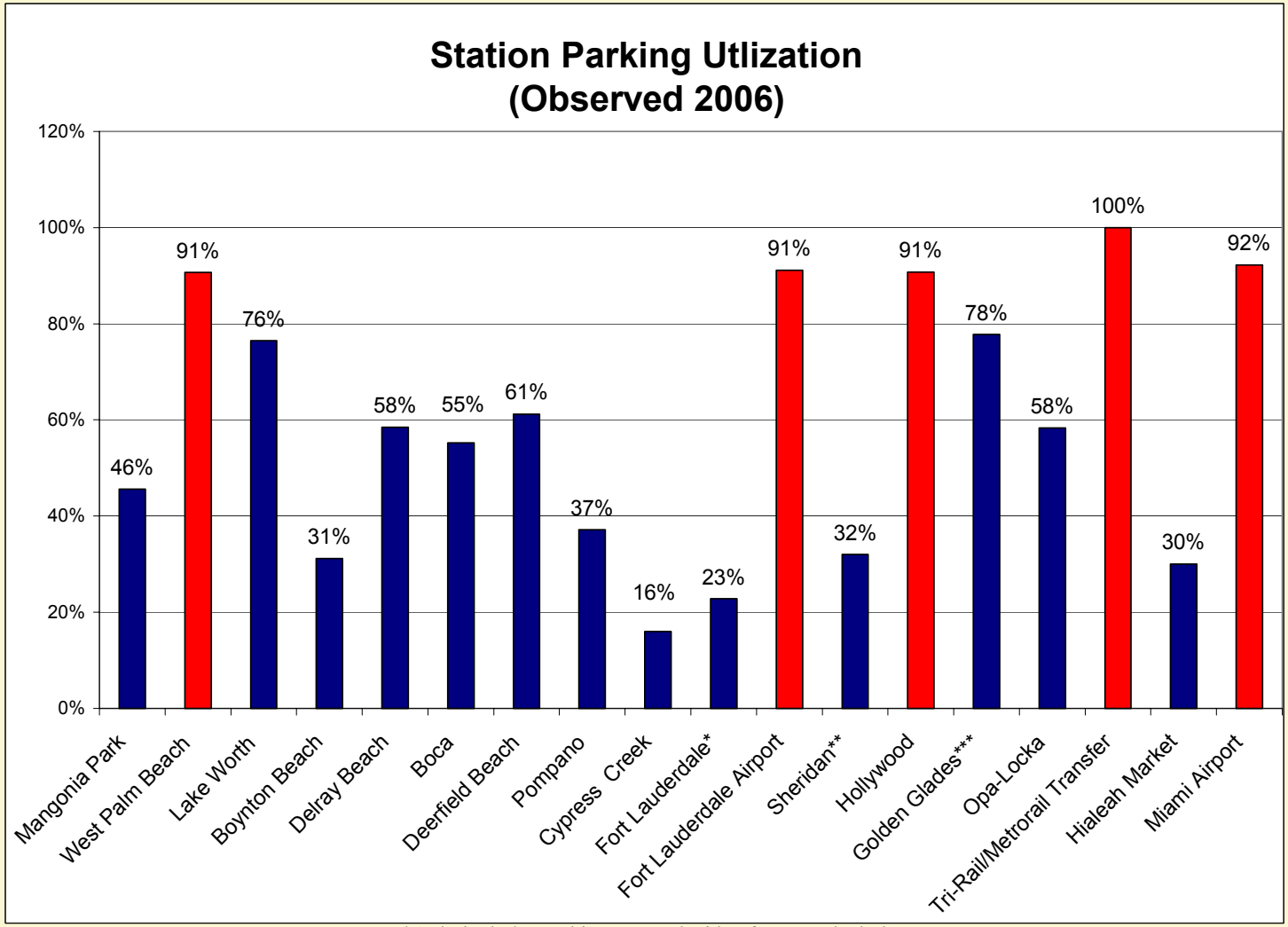
Kimley-Horn and Associates, Inc.

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

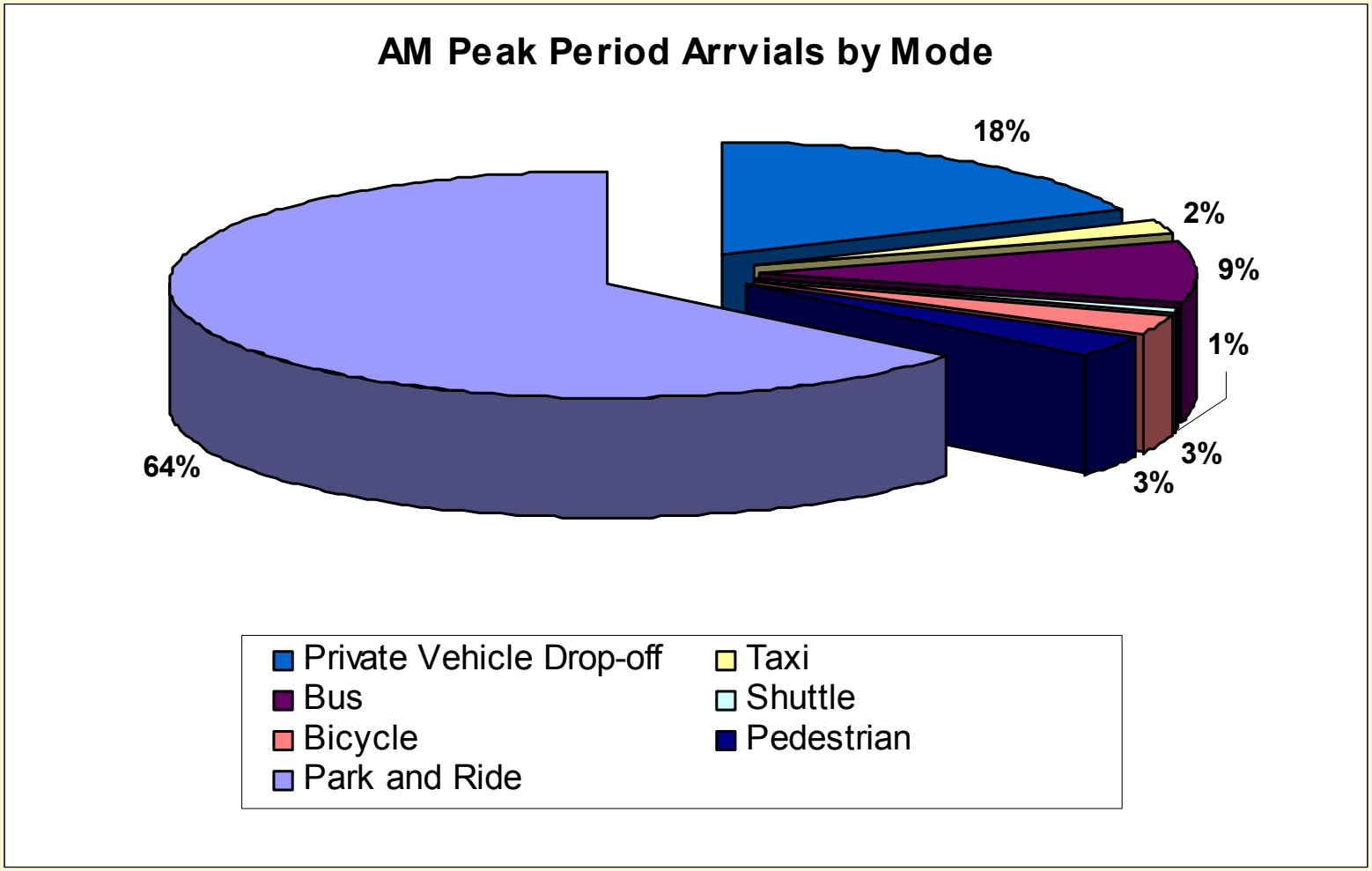
Agenda

- **Project Overview:**
  - Task 1: Field observations
  - Task 2: Future parking demand
  - Task 3: Conceptual station improvements
- **Draft Recommendations**
  - Prioritized work program
  - System-wide policy recommendations
- **What's Next**

Task 1: Observations



*Only includes parking on south side of Broward Blvd.
**Includes Primary, South, and East lots
***Includes parking facility closest to station.



NOTE: The percentage above do not include Cypress Creek, Tri-Rail/Metrorail Transfer, and Lake Worth where the location of the station platform in relation to the parking lot made it difficult to avoid duplication of counts between modes.

Task 1: Primary Findings

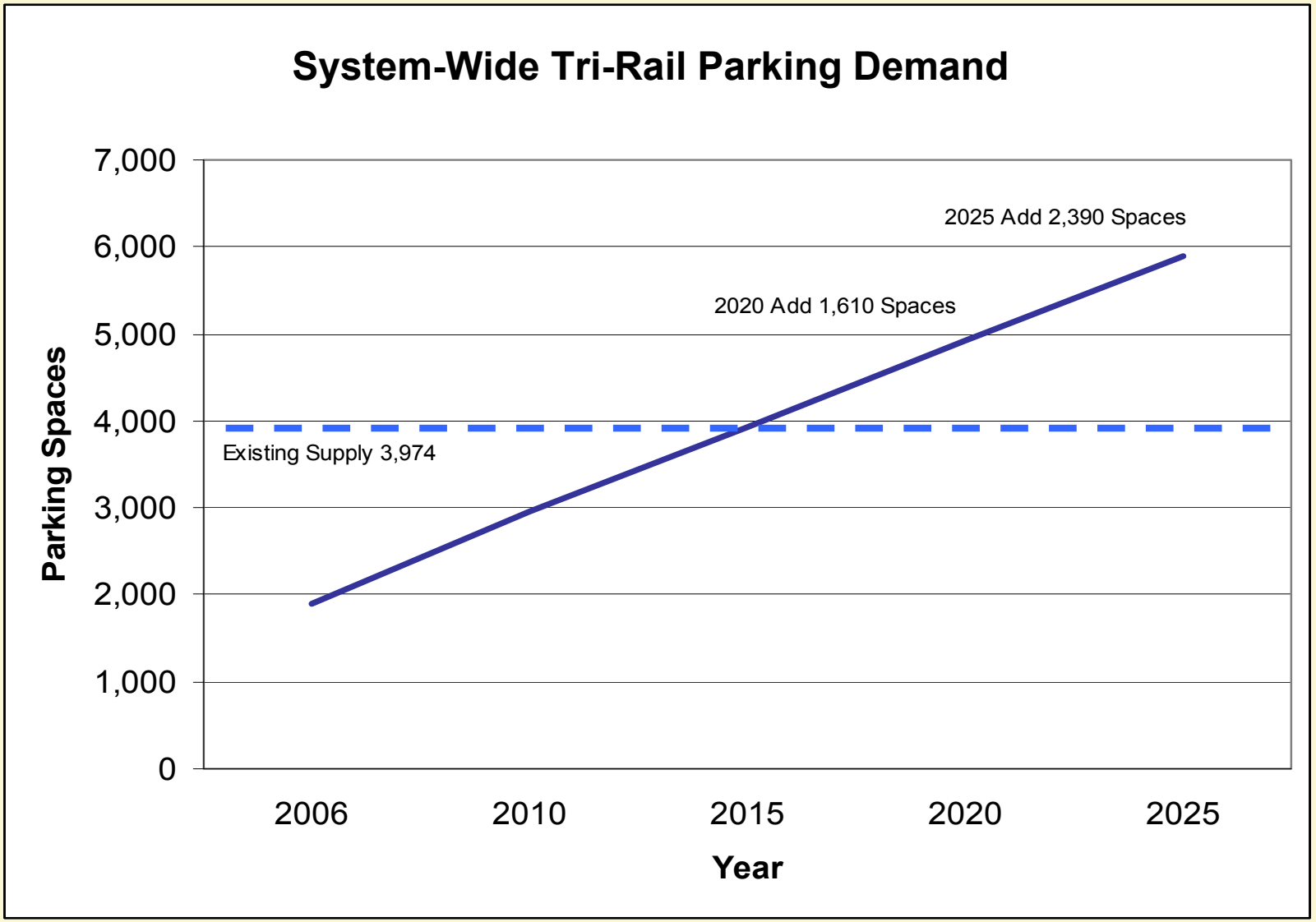
- **Park and Ride Lots:**
  - Some stations at or approaching capacity
- **Signage:**
  - Missing signs for wayfinding, bus stop locations, and parking information
- **Maintenance:**
  - Faded or poor striping
  - Overgrowth blocking pedestrian pathways
  - Potholes and drainage issues
- **Drop-off/pick-up areas:**
  - Some stations have bus/car/taxi conflicts

Task 1: Primary Findings (con't)

- **Multi-Modal Infrastructure**
  - Missing sidewalks and crosswalks
  - Americans with Disabilities Act (ADA) access issues
  - Benches and shelters in passenger waiting areas
  - Inconsistent number/placement of bike racks, lack of lockers
- **Other issues**
  - Tri-Rail parking lots may be used by non-passengers
  - Some vehicles left overnight

Task 2: Parking Demand Projections

- **Current, historic parking utilization and regional planning model used to project future demand**
- **Three parking forecast scenarios examined:**
  - Moderate, Moderate-High, High
- **Moderate-High forecast chosen**
  - Most likely, "middle of the road" estimate
- **Capacity buffer of 10-20% included**
  - Reflects FDOT policy guidance and national transit comparables


System-Wide Tri-Rail Parking Demand
Parking Spaces
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
2025 Add 2,390 Spaces
2020 Add 1,610 Spaces
Existing Supply 3,974
2006
2010
2015
2020
2025
Year

Tri-Rail Future Parking Needs

	2025 Demand	minus	Existing	equals	Need
Mangonia Park	465	-	274	=	191
West Palm Beach	380	-	139	=	241
Lake Worth	175	-	85	=	90
Boynton Beach	375	-	330	=	45
Delray Beach	215	-	130	=	85
Boca Raton	260	-	163	=	97
Deerfield Beach	405	-	255	=	150
Pompano Beach	295	-	272	=	23
Cypress Creek	250	-	556	=	0*
Fort Lauderdale	265	-	394	=	0*
Dania Beach (FLL airport)	585	-	180	=	405
Sheridan Street	445	-	475	=	0*
Hollywood Blvd.	330	-	141	=	189
Golden Glades	505	-	216	=	289
Opa-Locka	155	-	72	=	83
MetroRail Transfer (79th St.)	115	-	41	=	74
Hialeah Market	80	-	70	=	10
Miami Airport	595	-	181	=	414
Total**	**5895**		**3974**		**2386**

* Where current capacity exceeds 2025 demand, need is shown as 0

** Total is a sum of station needs, and does not assume parking needs can be met with excess capacity at other stations

Task 3: Improvement Concepts

- Increase parking capacity through additional surface and structured parking.
- Reduce conflicts by separating circulation and providing dedicated space to all modes.
- Improve station area wayfinding, amenities, and maintenance.
- Enhance access to stations and connections to surrounding uses.

Draft Recommendations

- **Priority list of identified improvements for stations**
- **Grouped in four phases with a total cost of $104m**
  - **Before 2010:** Immediate, low-cost improvements and critical parking additions ($1.6m)
  - **2010-2015:** Improve station circulation and surface parking expansion ($35.5m)
  - **2015-2020:** Emphasis on providing additional parking in structures ($55.9m)
  - **After 2020:** Address remaining needs ($11.2m)

Draft Recommendations

- **Policy and Implementation (abbreviated)**
  - Strengthen SFRTA control of station parking areas
  - Address identified capacity, maintenance and circulation deficiencies in accordance with the priority list
  - Acquire expansion properties, temporarily use gravel lots
  - Improve pedestrian, bicycle and transit infrastructure
  - Examine issues such as non-passenger use, overnight parking, other station users (Amtrak, Greyhound, CSXT)
  - Explore potential innovations through ITS, shared vehicles, solar canopies
  - Work with partners to obtain funding

Conclusion

- **Summary**
  - Parking capacity needs are immediate and growing
  - Circulation and multimodal amenities also need improvement
  - Prioritized work program recommends $104m in improvements over 20 years
- **History**
  - Informational presentations
    - Property Committee – Sep 22, 2006 and May 11, 2007
    - PTAC – Aug 16, Sep 20, 2006 and April 18, 2007
    - Board – July 25, 2007
- **Next step**
  - Work with partners to fund projects

Exhibit 3

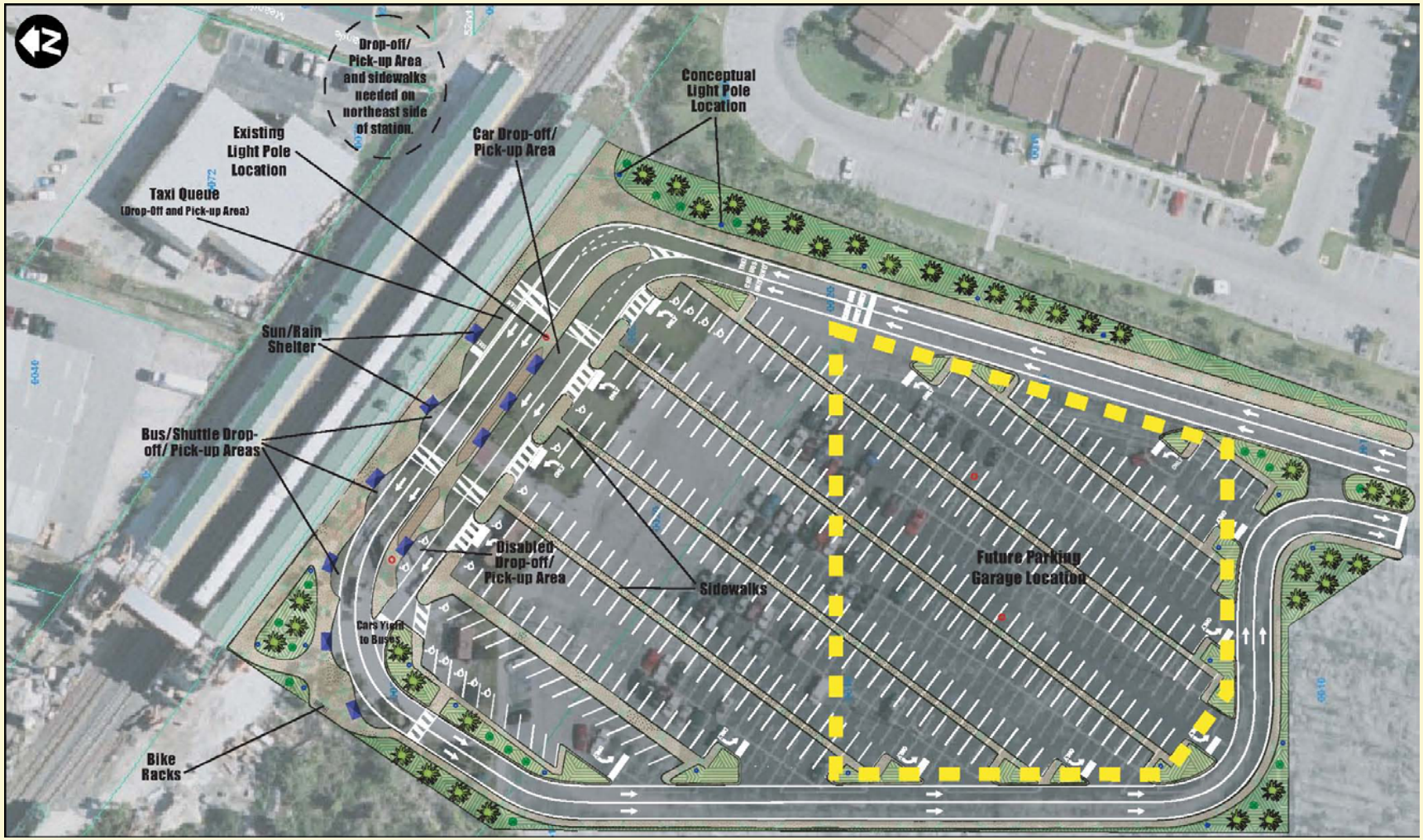
Tri-Rail Parking and Circulation Study

SFRTA Citizen Advisory Committee – July 13, 2007

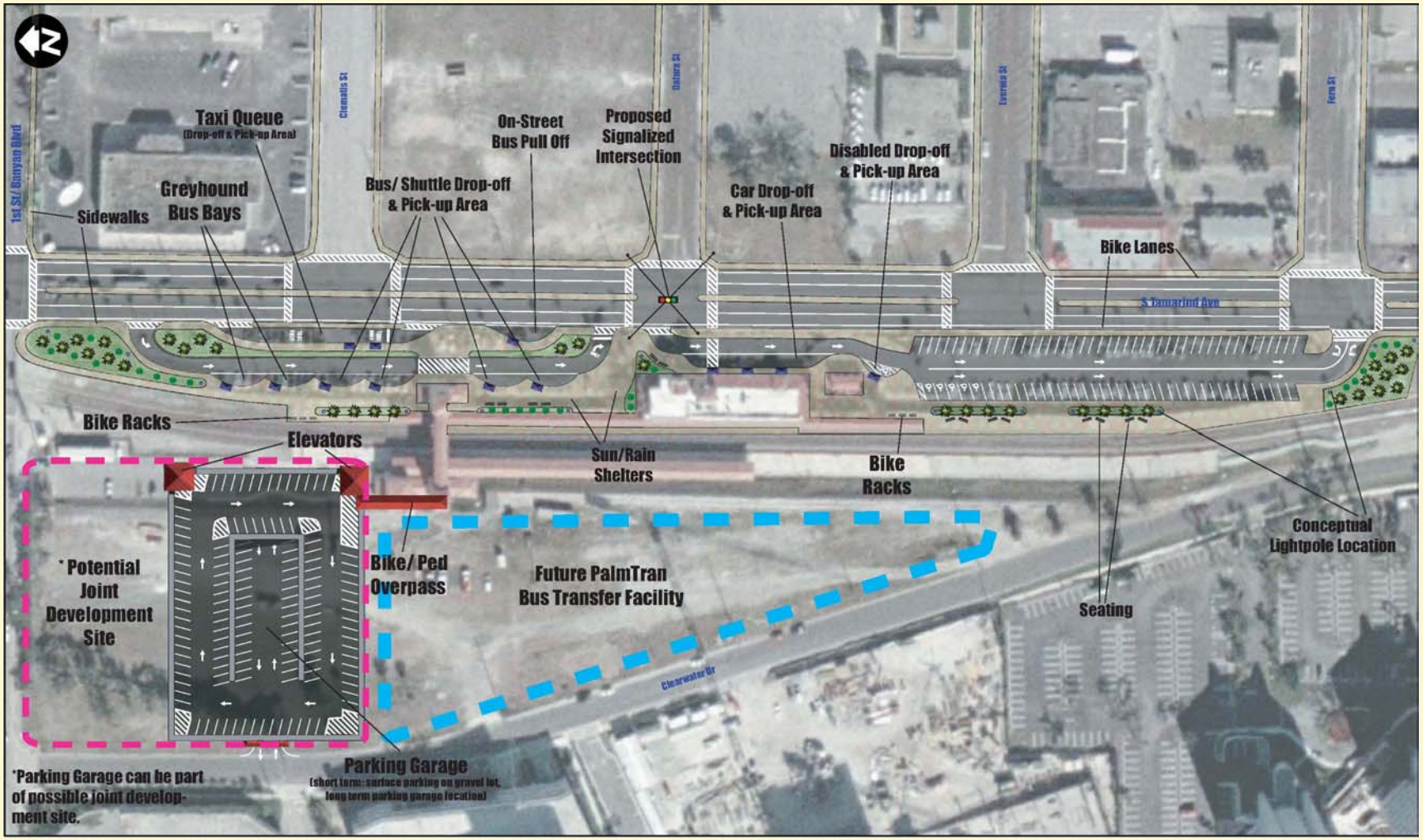
Kimley-Horn and Associates, Inc.

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

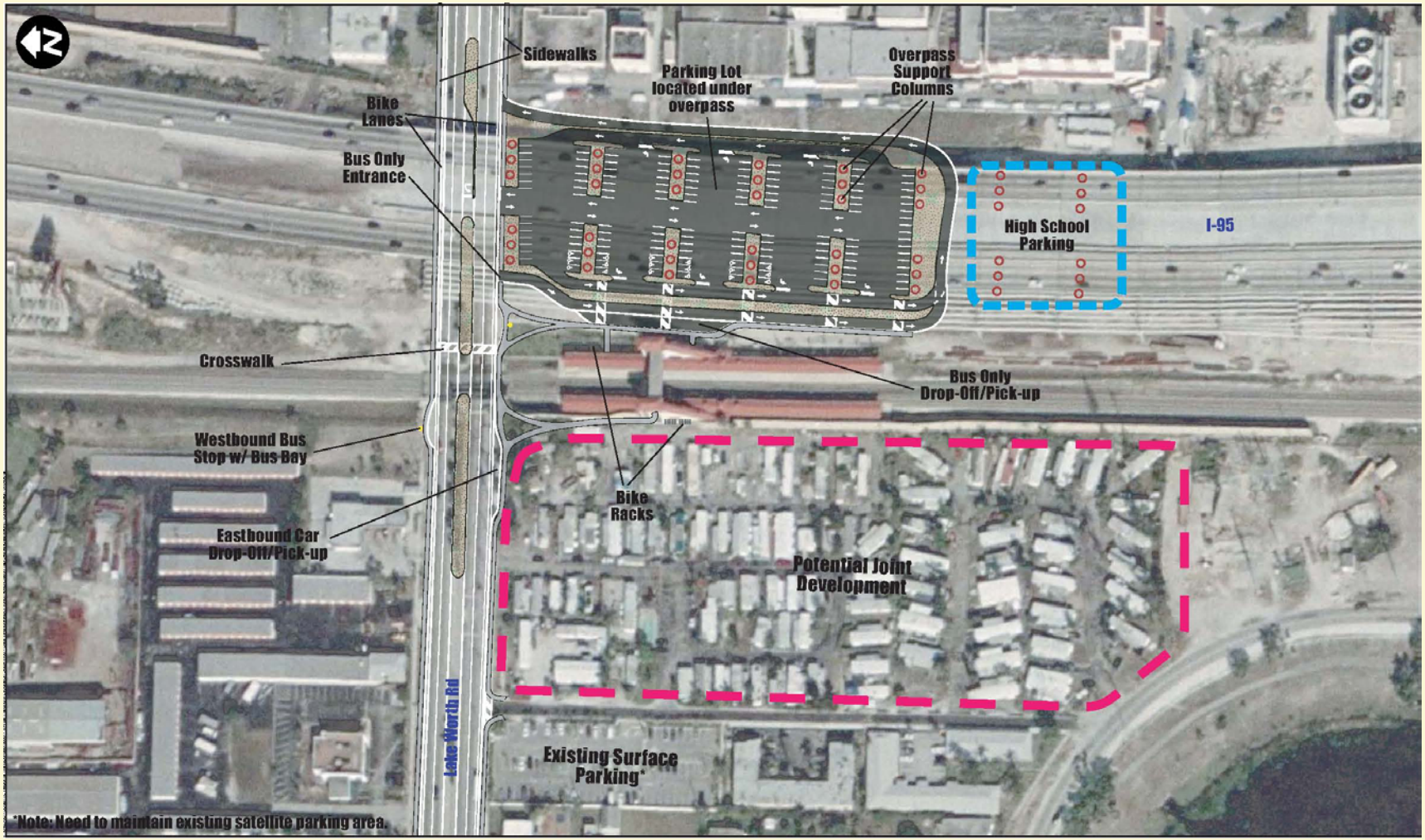
Mangonia Park



West Palm Beach



Lake Worth

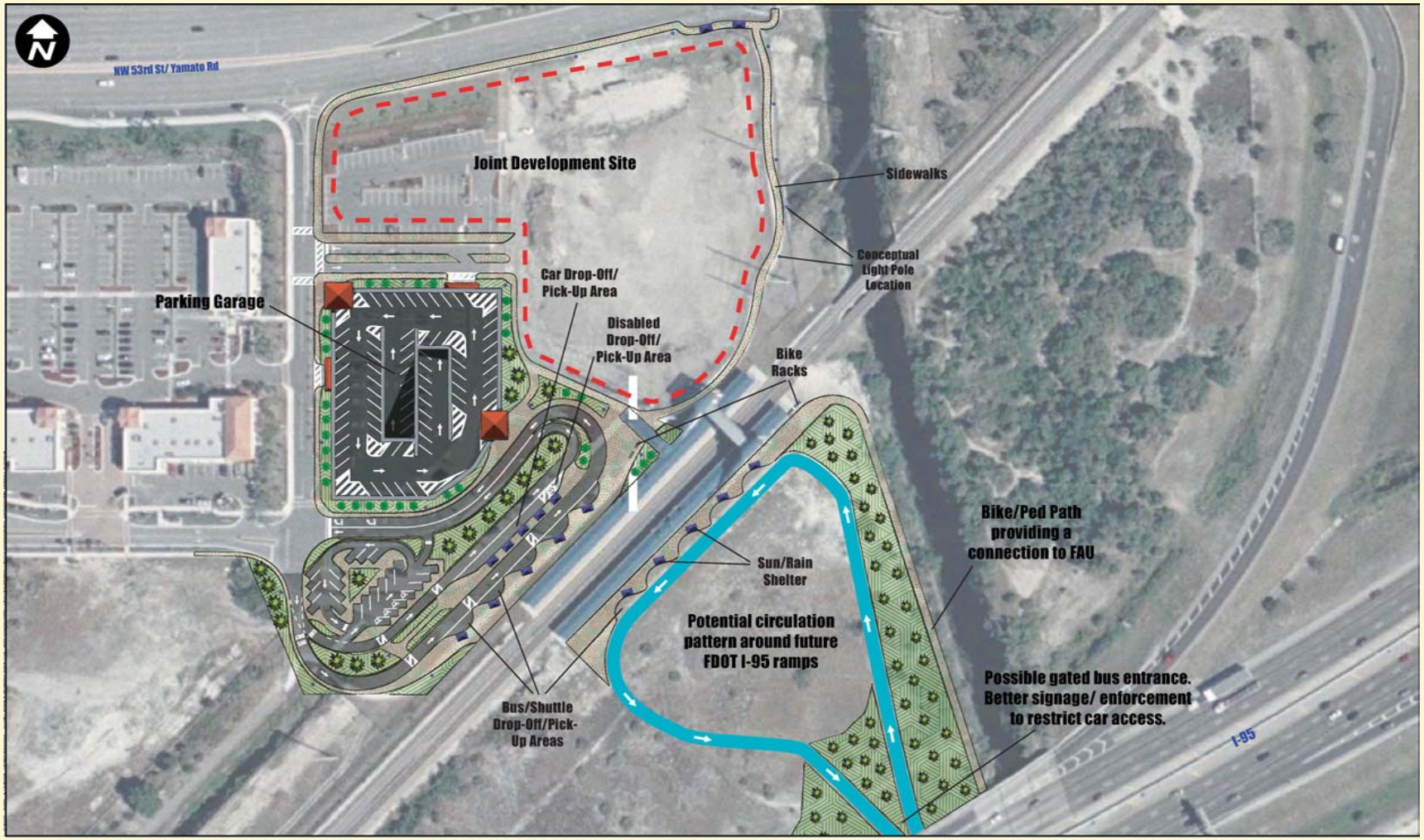

Sidewalks
Bike Lanes
Bus Only Entrance
Parking Lot located under overpass
Overpass Support Columns
High School Parking
I-95
Crosswalk
Bus Only Drop-Off/Pick-up
Westbound Bus Stop w/ Bus Bay
Eastbound Car Drop-Off/Pick-up
Bike Racks
Potential Joint Development
Existing Surface Parking*
Lake Worth Rd
*Note: Need to maintain existing satellite parking area.

Boynton Beach

Delray Beach

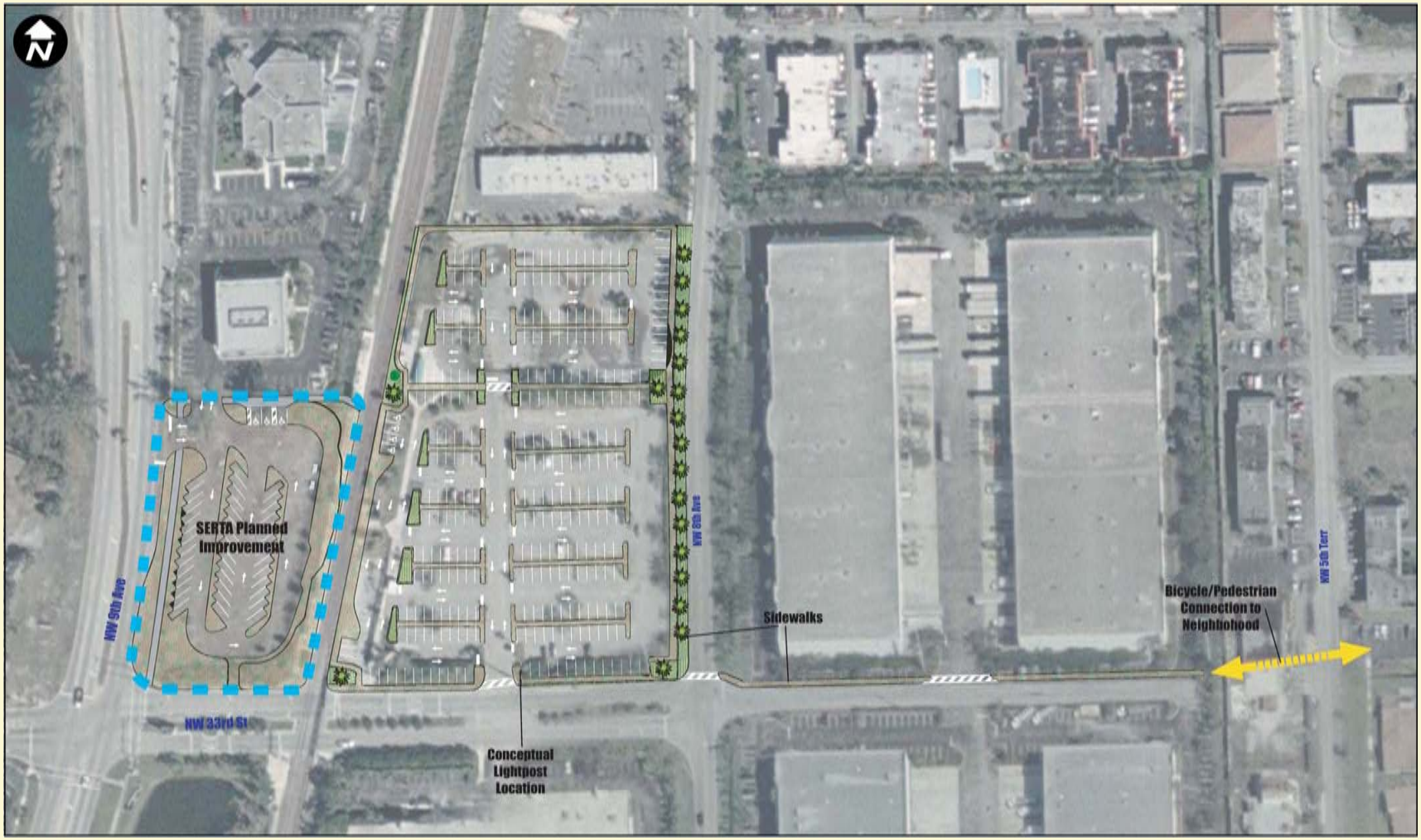
Boca Raton – Short Term

Boca Raton – Long Term

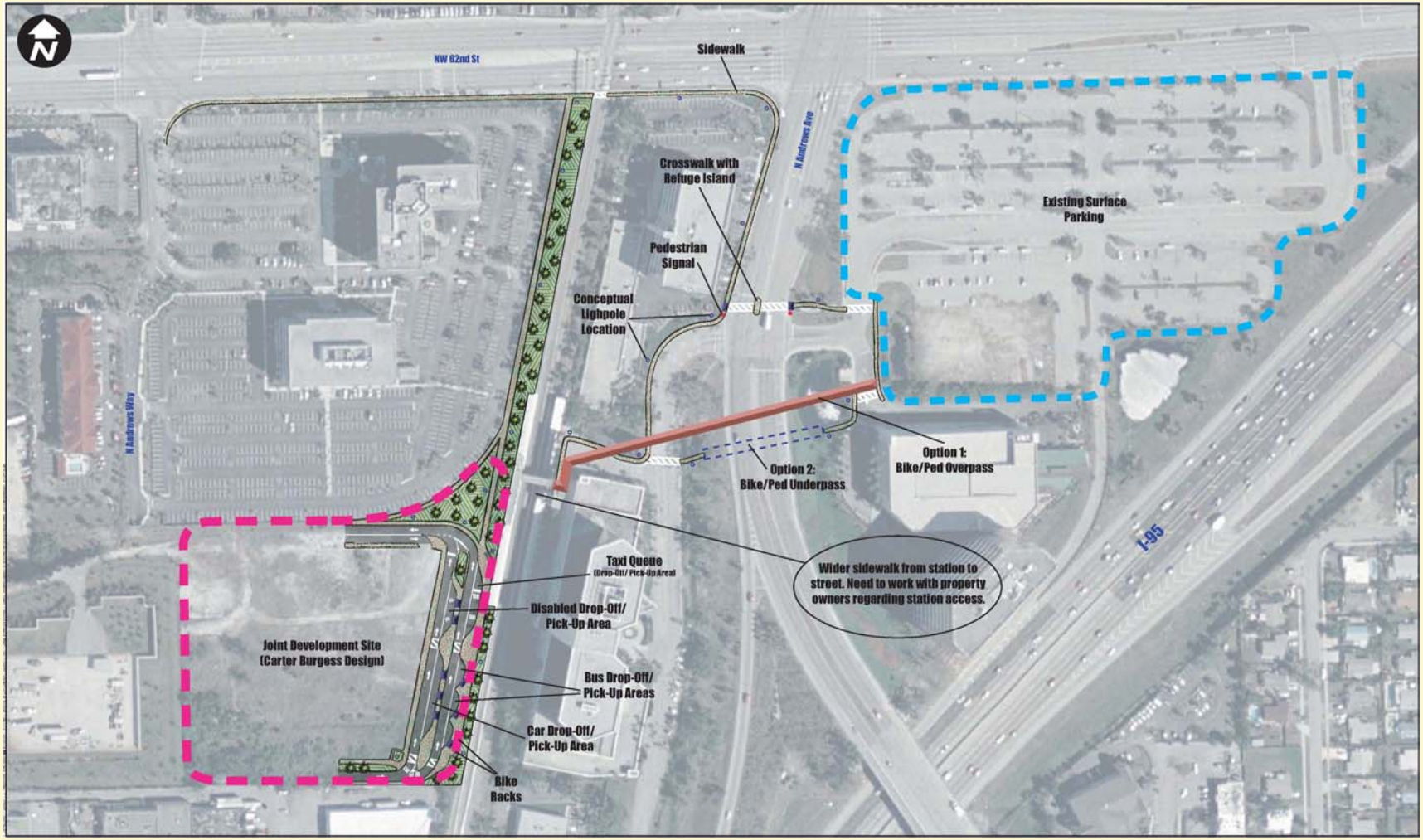


Deerfield Beach

Pompano Beach

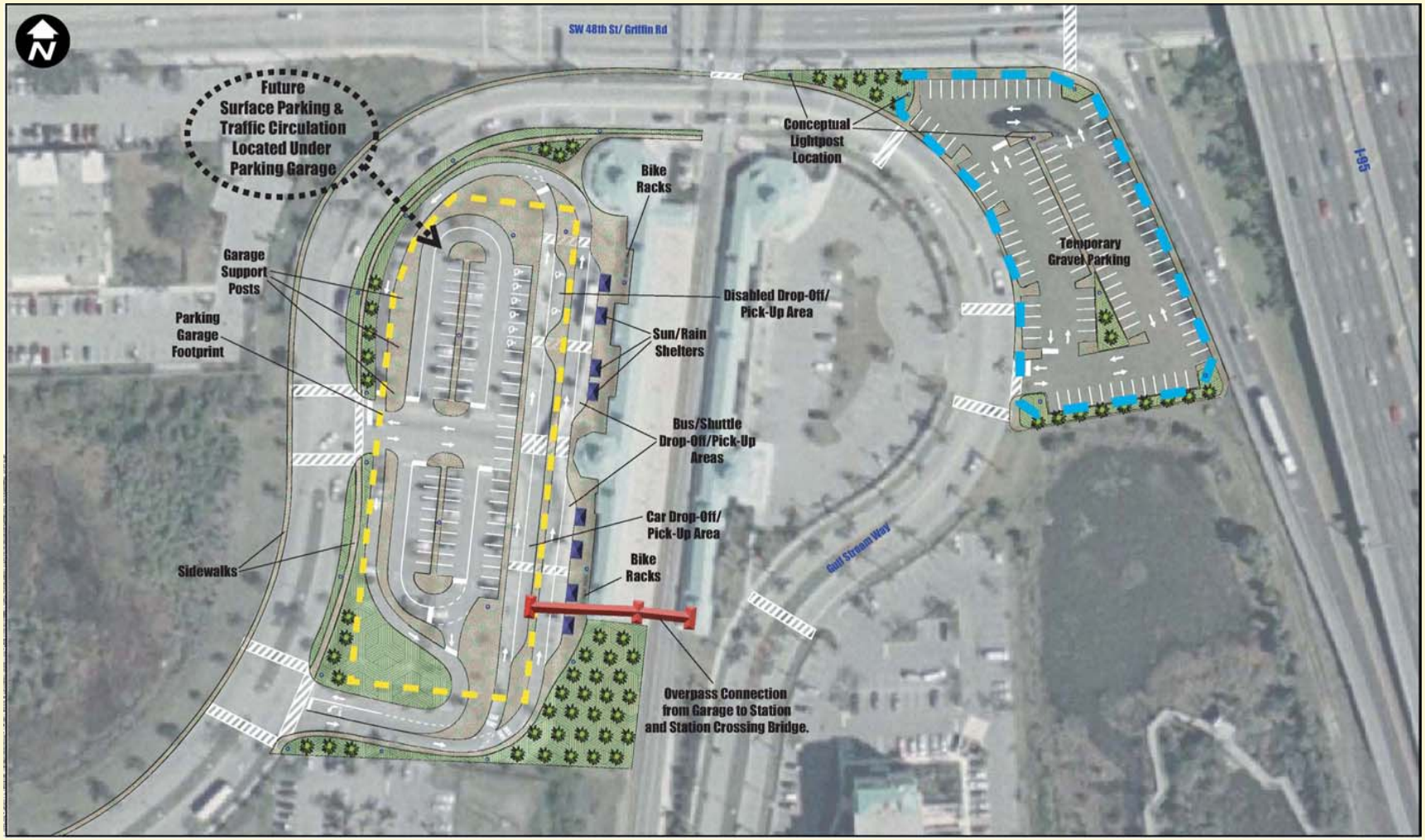


Cypress Creek



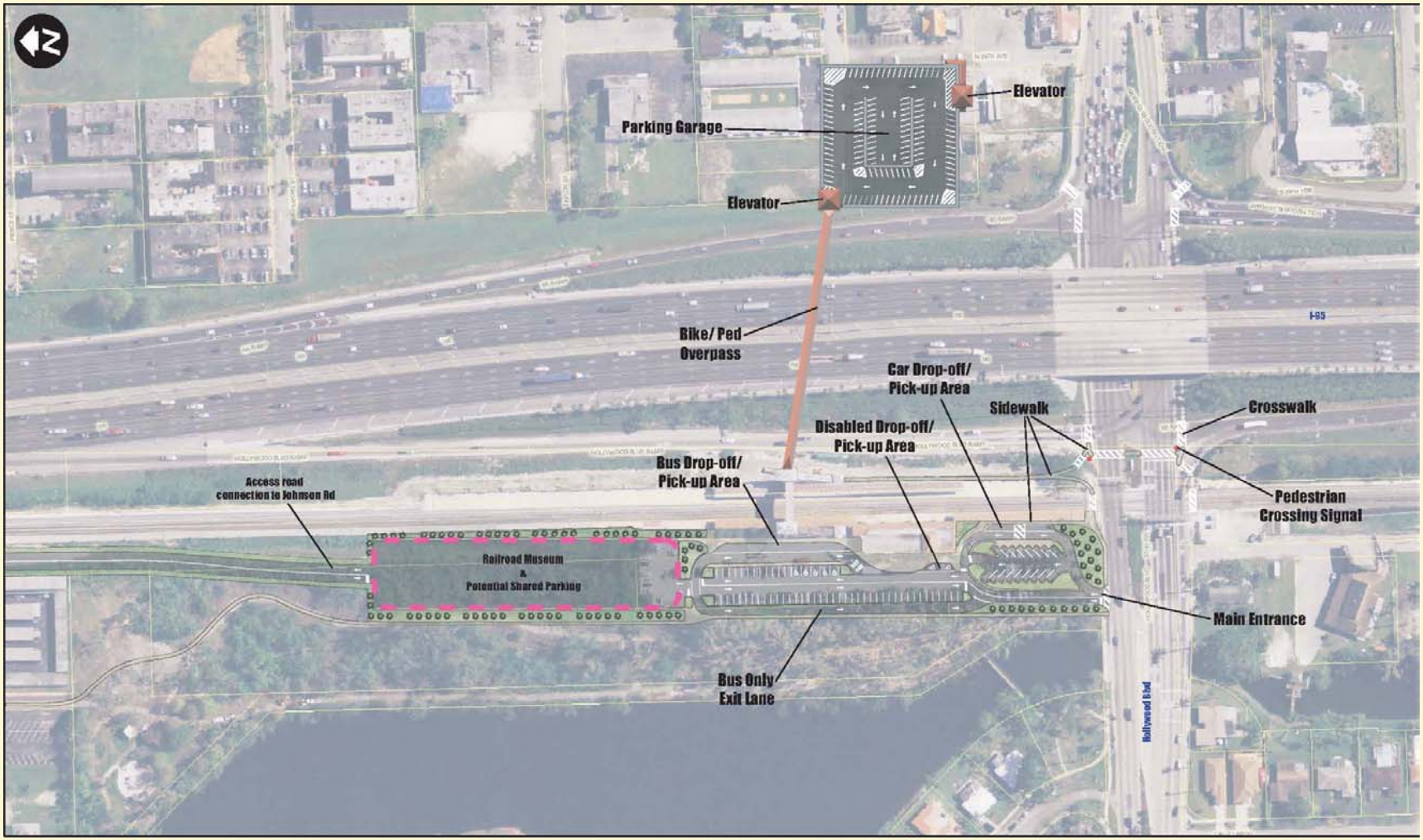
Ft. Lauderdale

Ft. Lauderdale Airport

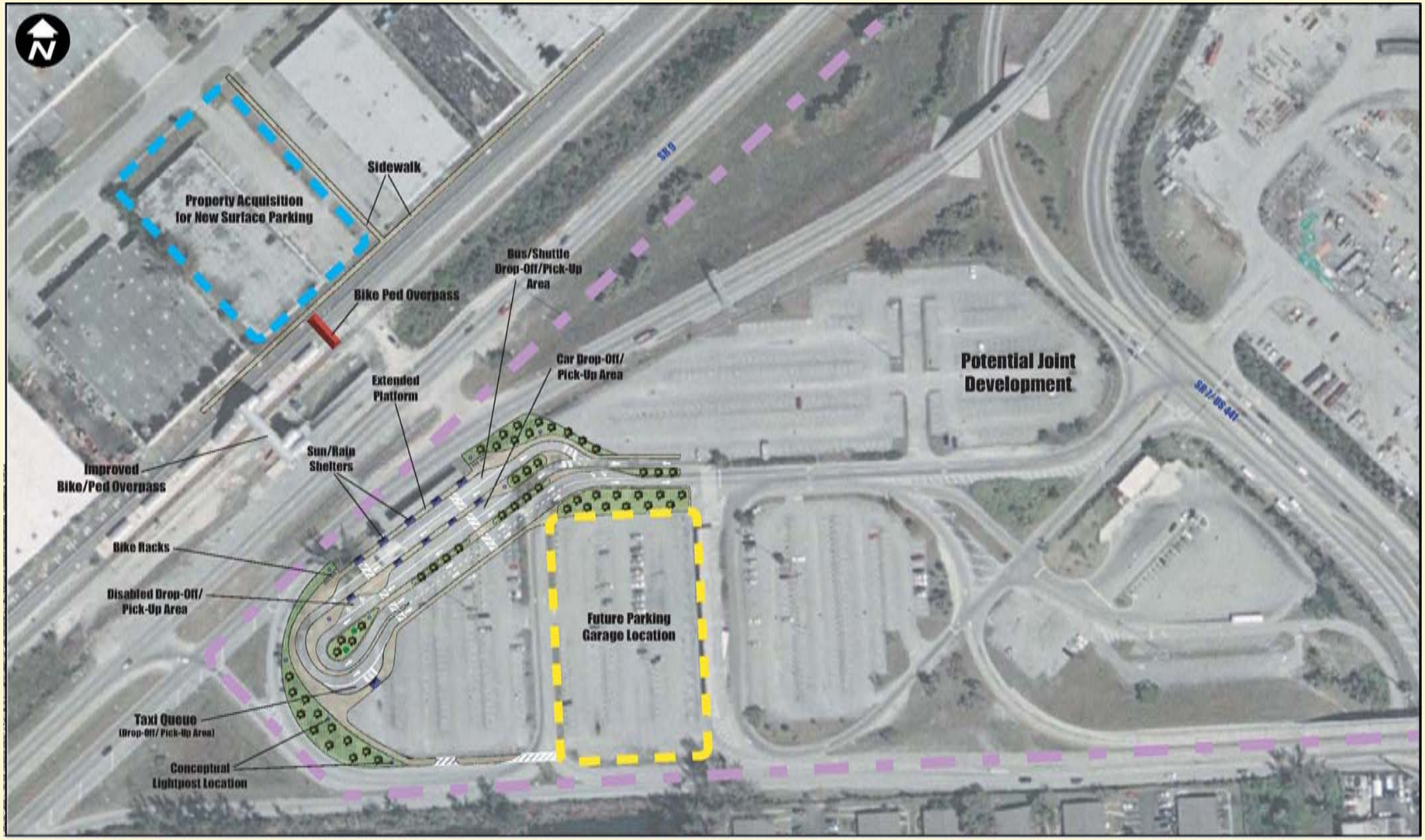


Sheridan Street

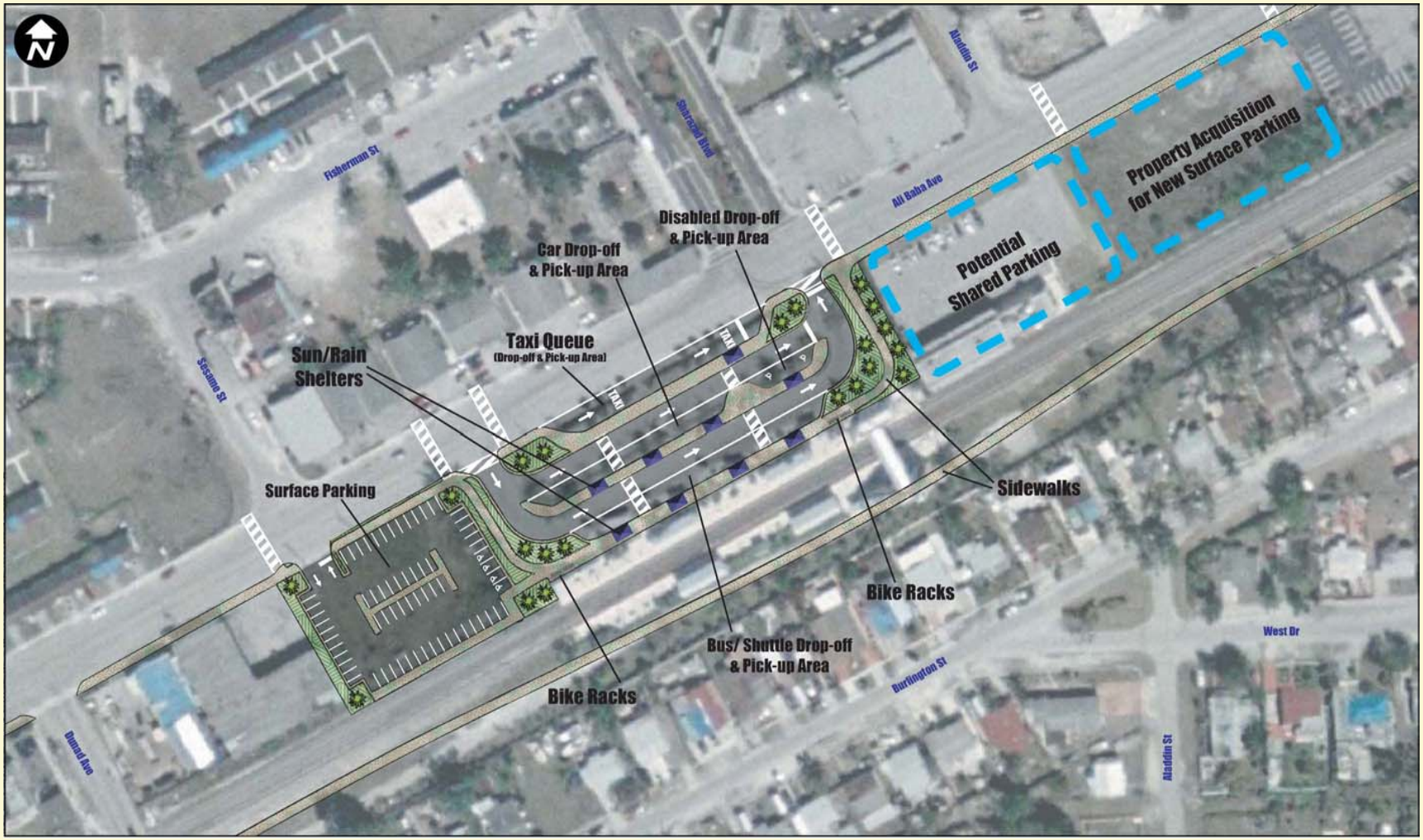
Hollywood


Elevator
Parking Garage
Elevator
Bike/ Ped
Overpass
I-95
Car Drop-off/
Pick-up Area
Sidewalk
Crosswalk
Disabled Drop-off/
Pick-up Area
Bus Drop-off/
Pick-up Area
Access road
connection to Johnson Rd
Pedestrian
Crossing Signal
Railroad Museum
&
Potential Shared Parking
Main Entrance
Bus Only
Exit Lane
Hollywood Blvd

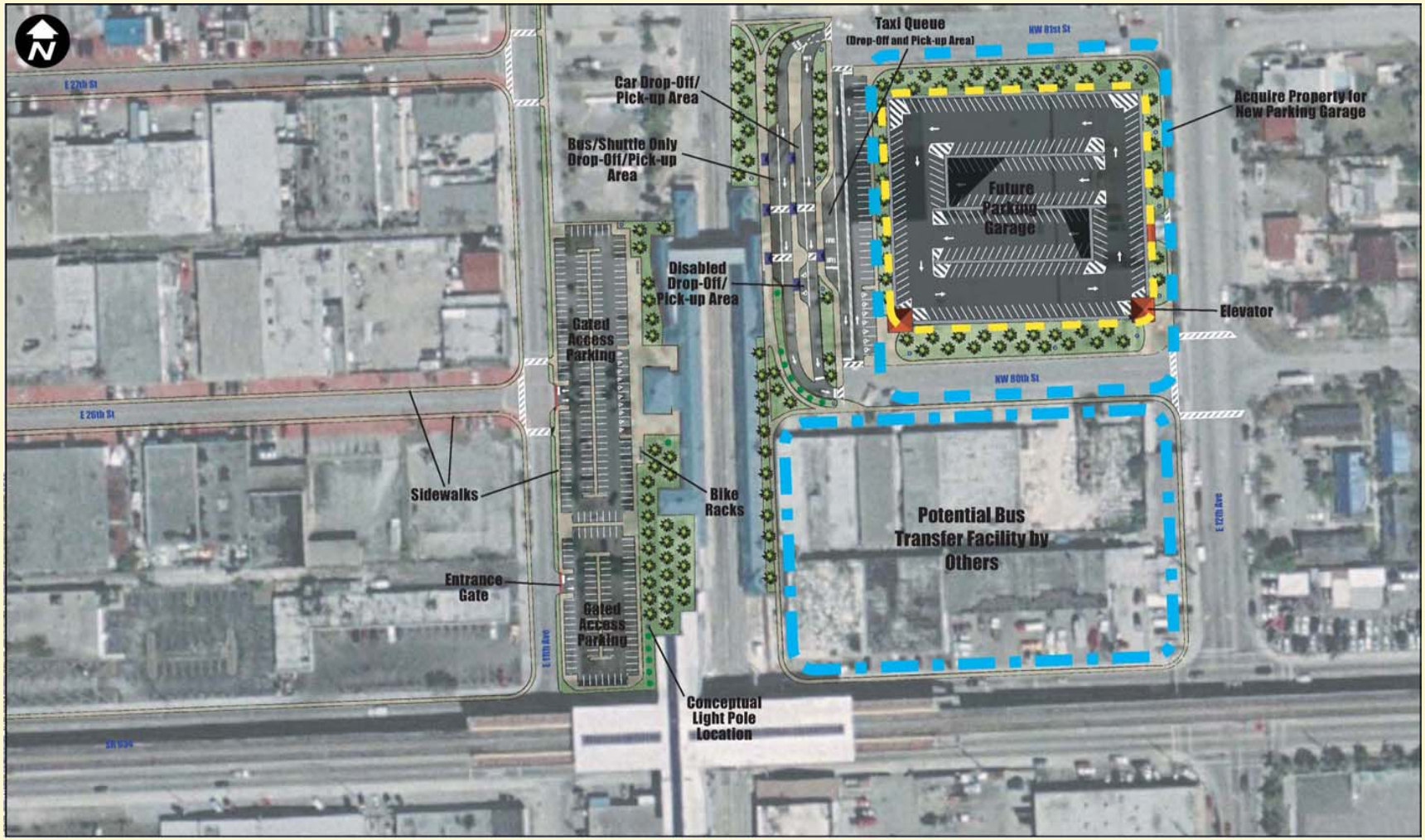
Golden Glades



Opa-locka


N
Fisherman St
Sharazad Blvd
Aladdin St
Ali Baba Ave
Property Acquisition
for New Surface Parking
Potential
Shared Parking
Disabled Drop-off
& Pick-up Area
Car Drop-off
& Pick-up Area
Taxi Queue
(Drop-off & Pick-up Area)
Sun/Rain
Shelters
Sesame St
Surface Parking
Sidewalks
Bike Racks
Bus/ Shuttle Drop-off
& Pick-up Area
Bike Racks
West Dr
Burlington St
Aladdin St
Dumont Ave

Tri-Rail/Metrorail Transfer



Hialeah Market

Miami Airport

AGENDA ITEM NO. I 3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
CITIZENS ADVISORY COMMITTEE: JULY 13, 2007

AGENDA ITEM REPORT

☒ Information Item ☒ Presentation

SFRTA STRATEGIC REGIONAL TRANSIT PLAN

SUMMARY EXPLANATION AND BACKGROUND:

In July 2006, work began on the South Florida Regional Transportation Authority's (SFRTA) first ever Strategic Regional Transit Plan. This plan is being formulated to determine transit needs on a regional basis and to help define what role SFRTA should play in attempting to address these needs. While there has been substantial internal SFRTA staff and consultant work in the creation of the Strategic Regional Transit Plan, outreach to partner agencies has been a critical part of the process. Direct meetings and briefings with partner agencies (the three county transit operators, three MPO's, two FDOT District offices, and two RPC's) took place in December and January. Further feedback from these agencies has been gathered via regular project updates given at SFRTA Planning Technical Advisory Committee (PTAC) meetings. The Strategic Regional Transit Plan has also been on the agenda of the SFRTA Governing Board multiple times during the project's duration.

Substantial technical work has been completed as part of the Strategic Regional Transit Plan effort. The region's major activity centers have been documented, major trip flows have been identified, and individual transit corridors are being evaluated. Heavy rail/Metrorail, commuter rail/DMU, light rail, and rapid bus are the transit modes being tested along these various corridors.

Attached are two project newsletters summarizing the efforts of the Strategic Regional Transit Plan. The December 2006 newsletter provides a general overview of the project, while the June 2007 newsletter is more detailed, documenting the project's current status and next steps. Additional details will be provided as part of the presentation on July 13.

EXHIBITS ATTACHED: Exhibit 1 - December 2006 Project Newsletter
Exhibit 2 - June 2007 Project Newsletter

South Florida Regional Transit Authority
800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064

December 2006

The South Florida Regional Transportation Authority (SFRTA) was created on July 1, 2003, with a vision to provide greater mobility in South Florida, thereby improving the economic viability and quality of life of the community, region and state. The Authority's mission is to coordinate, develop and implement a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services.

Strategic Regional Transit Plan

South Florida faces complex and diverse transportation, land use, economic, and development issues, now, and in the future. These issues include increasing road congestion and mobility problems stemming from continuing and rapid growth, an essentially suburban pattern of land use and development and a deficiency of cross-county mobility choices. Transit is a critical element of South Florida's regional transportation future and key to promoting economic development and access to jobs, alleviating the congestion that threatens our region with gridlock, and mitigating the isolation of the transportation disadvantaged.

Although many county-based projects are underway, the SFRTA is the only transit service provider mandated by the Florida Legislature to implement regional service for South Florida; it is also the only existing service to be included on the FDOT Strategic Intermodal System. Now that the SFRTA has opened double-track service on the existing commuter rail system, the SFRTA can focus on the region's future and develop strategies for the allocation of scarce resources to accomplish the goals and objectives of the agency.

The **Goal** of the Strategic Regional Transit Plan is to:

Think creatively to define a bold vision and strategic plan for regional transit's role in the overall regional transportation system to ensure mobility, economic viability, and quality of life in the South Florida region for the next generation.

The **Objectives** of the Strategic Regional Transit Plan are to:

1. Identify key regional transit corridors and infrastructure needs
2. Define regional transit investment strategies
3. Positively impact future development patterns in the region
4. Assess the region's current and future trends
5. Identify a safe and cost-effective regional transit system
6. Define SFRTA's role in the development, funding and operations of regional transit services

Lead Agency:
South Florida Regional Transit Authority

Resource Agencies:
Local Transit Service Providers and Transportation Planning Agencies

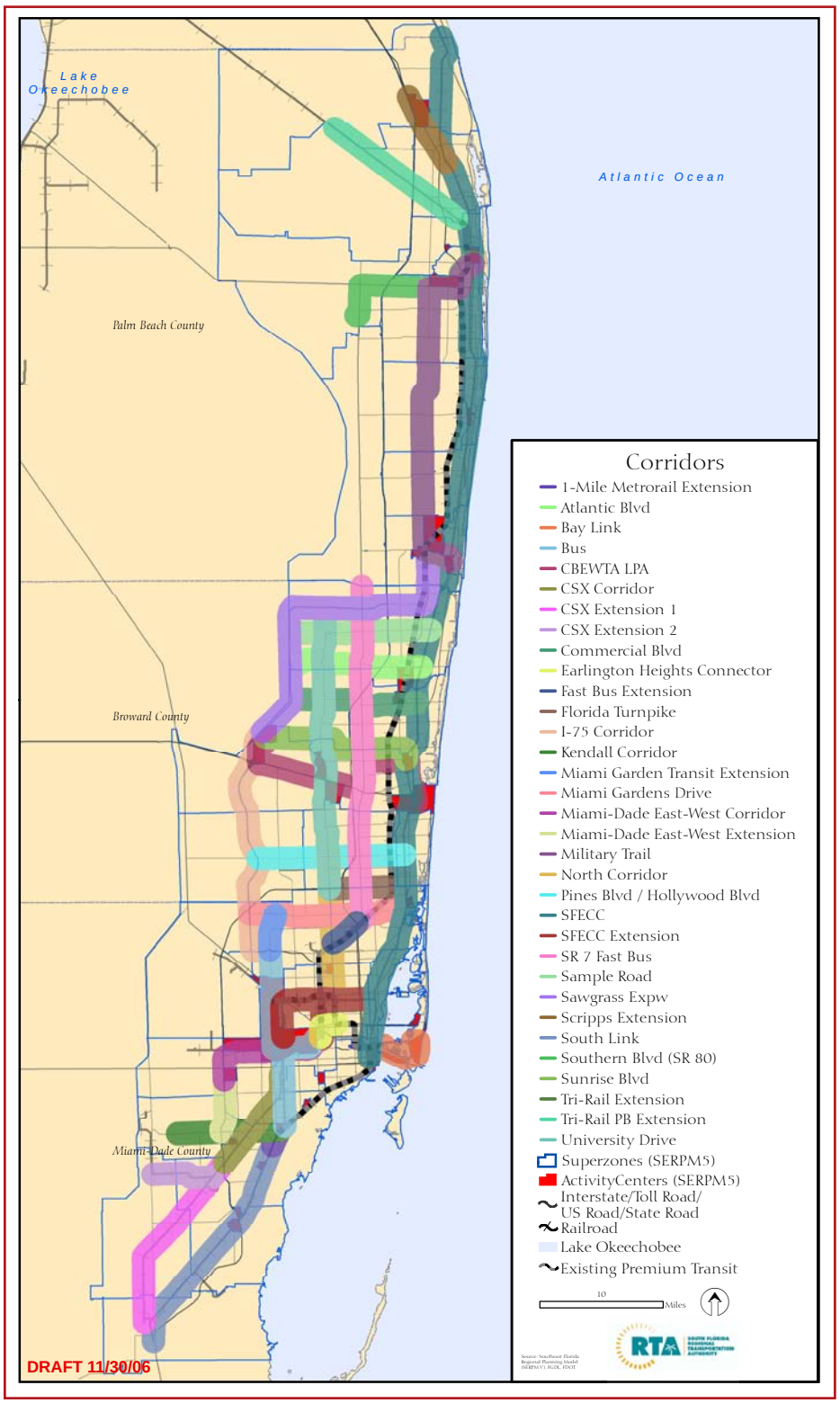
Project Contacts:

Joseph Quinty, AICP
South Florida RTA
(954) 788-7928
quintyj@sfrta.fl.gov

Reed Everett-Lee, PhD, AICP
Carter & Burgess, Inc.
(954) 315-1025
reed.everett-lee.com

Regional Relationships

The intent of this study is to objectively define travel patterns and transit deficiencies over the three county region by focusing on large-scale projects that involve multiple local transit service providers or projects that provide regional benefits. Through standardized quantitative and qualitative analyses, the SFRTA will be able to evaluate potential regional connections as they relate to a regional network. In some cases, this effort will validate other plans as having regional significance; in other cases, it may reveal new regional connections not previously identified in other plans.



The participation and interest of other transportation and regional planning agencies is expected to generate diverse perspectives on regional transit demand and projects. The SFRTA will engage its partners through periodic personal briefings, in addition to public presentations at SFRTA Planning Technical Advisory Committee meetings.

Analysis of Regional Connections

For this study, the SFRTA will focus on connections that are interjusdictional, serve regional activity centers, cover a significant distance, connect to existing premium transit services, and/or connect to existing intermodal centers. Initial corridors to be tested were further defined by examining large-scale travel demand flows using the Southeast Florida Regional Planning Model V, future population and employment densities, and availability of rights-of-way.

Over the next few months, the SFRTA will solidify the study performance standards and test each potential corridor. High opportunity corridors that emerge from the initial testing will be refined and analyzed for sensitivity to operating characteristics, changes in development patterns, and cost effectiveness. The resultant proposed regional network will then be prioritized, with an emphasis on what projects may be advanced and implemented by the SFRTA.

Following the Screen One analysis, corridors which did not perform well were adjusted. Adjustments included alignment changes as well as adding/removing stations, and corridor modifications. This resulted in the development of 25 Screen One Alternatives (Figure 3).

The Screen One Alternatives were reevaluated in Screen Two analysis using performance criteria used in Screen One but with a weighted scoring methodology. Each corridor was examined for its ability to perform in each of the criteria categories and redundancy against the other alternatives, and then modified again as needed. This resulted in 22 Screen Two Alternatives (Figure 4).

The Screen Two Alternatives, as revised, will advance to a Categorical Screening where they will be tested again then grouped to comprise three networks utilizing the highest scoring alignments in each criteria classification: Productive Network, Connective Network, and Cost-effective Network. After the networks have been established they will be examined using three different land use scenarios.

After land use scenario testing, a preferred network (system plan) will be selected for Board approval. Each corridor of the preferred network would go through detailed corridor-level analyses in order to advance into the next stage of project development.

Land Use Scenarios

In addition to the existing 2030 land use scenario, two alternate scenarios will be developed to test the Productive, Connective, and Cost-Effective Transit Networks.

The proposed scenarios include:

2030 Base Scenario

This scenario uses current MPO projections for the development trend expected under adopted future land use plans.

Proposed Regional Activity Centers Scenario

This scenario would reallocate new employment development to designated Regional Activity Centers and residential development to Community Redevelopment Areas.

Proposed Transit Corridor Scenarios

This scenario would reallocate new employment and residential development to station areas along each proposed corridor.

Lead Agency:
South Florida Regional Transit Authority

Partner Agencies:
Broward County Transit
Broward Metropolitan Planning Organization
Florida Department of Transportation, District Four
Florida Department of Transportation, District Six
Miami-Dade Metropolitan Planning Organization
Miami-Dade Transit
Palm Beach Metropolitan Planning Organization
Palm Tran
South Florida Regional Planning Council
Treasure Coast Regional Planning Council

Project Contacts:
Joseph Quinty, AICP
South Florida RTA
(954) 788-7928
quintyj@sfrta.fl.gov

Reed Everett-Lee, PhD, AICP
Carter & Burgess, Inc.
(954) 315-1025
reed.everett-lee.com

South Florida Regional Transit Authority
800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064

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800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064

June 2007

Strategic Regional Transit Plan

In Spring 2006, the South Florida Regional Transportation Authority (SFRTA) Board directed staff to develop a Strategic Regional Transit Plan. This plan will define key regional transit projects to ensure the mobility, economic viability, and quality of life of the South Florida region. The results of the plan will provide the Board with a basis to make decisions regarding the implementation of additional SFRTA services.

Alternatives Development and Refinement Process

The development of alternatives includes a phased screening process (Figure 1). Initial regional transit corridors suitable for regional transit service were identified as preliminary alternatives (Figure 2). Considerations used in developing these alternatives included analysis of major trip flows between superzones (aggregated traffic analysis zones (TAZs)) and regional activity centers (RACs). Availability of right-of-way, connections to other RACs, and connections to existing transit service were also considered in defining mode options and potential alignments for each alternative.

During Screen One, 27 preliminary alternatives were analyzed independently of one another, using performance criteria that define regional projects as well as criteria used as part of the Federal Transit Administration (FTA) New Starts process.

Continued on back...

Performance Criteria

Productive
Incremental Trips per Mile
Total Trip Flows

Connective
Interjurisdictional
Number of Regional Activity Centers Served
Intermodal Connection

Cost Effective
Capital Cost per Mile
Annual Cost per Trip
Subsidy per Trip

Figure 1

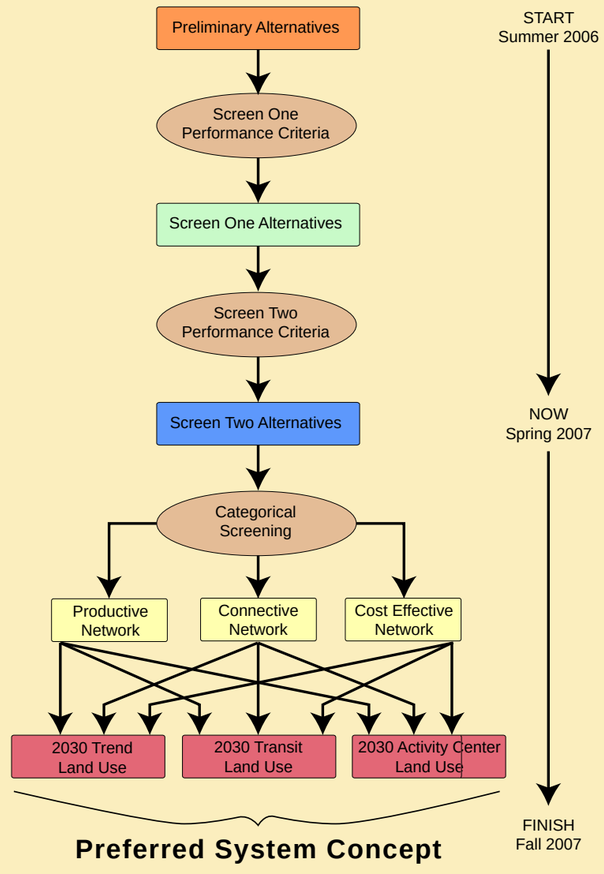
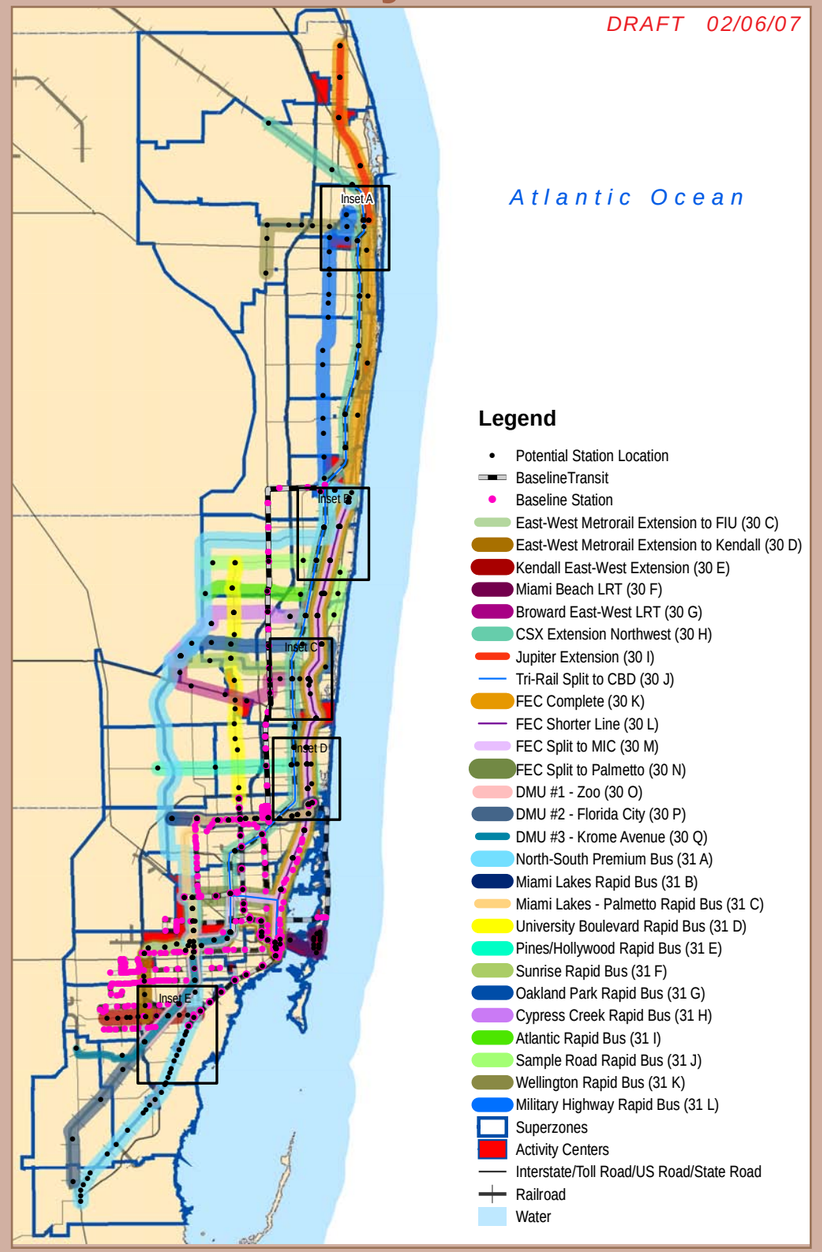


Figure 2

Preliminary Alternatives



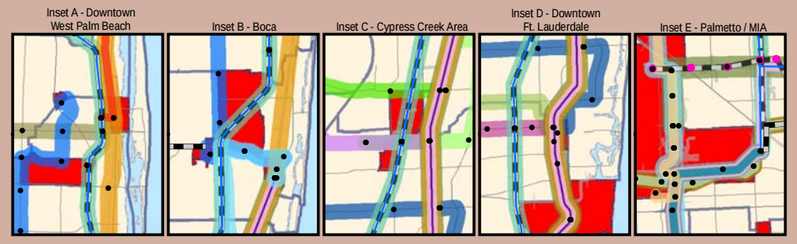
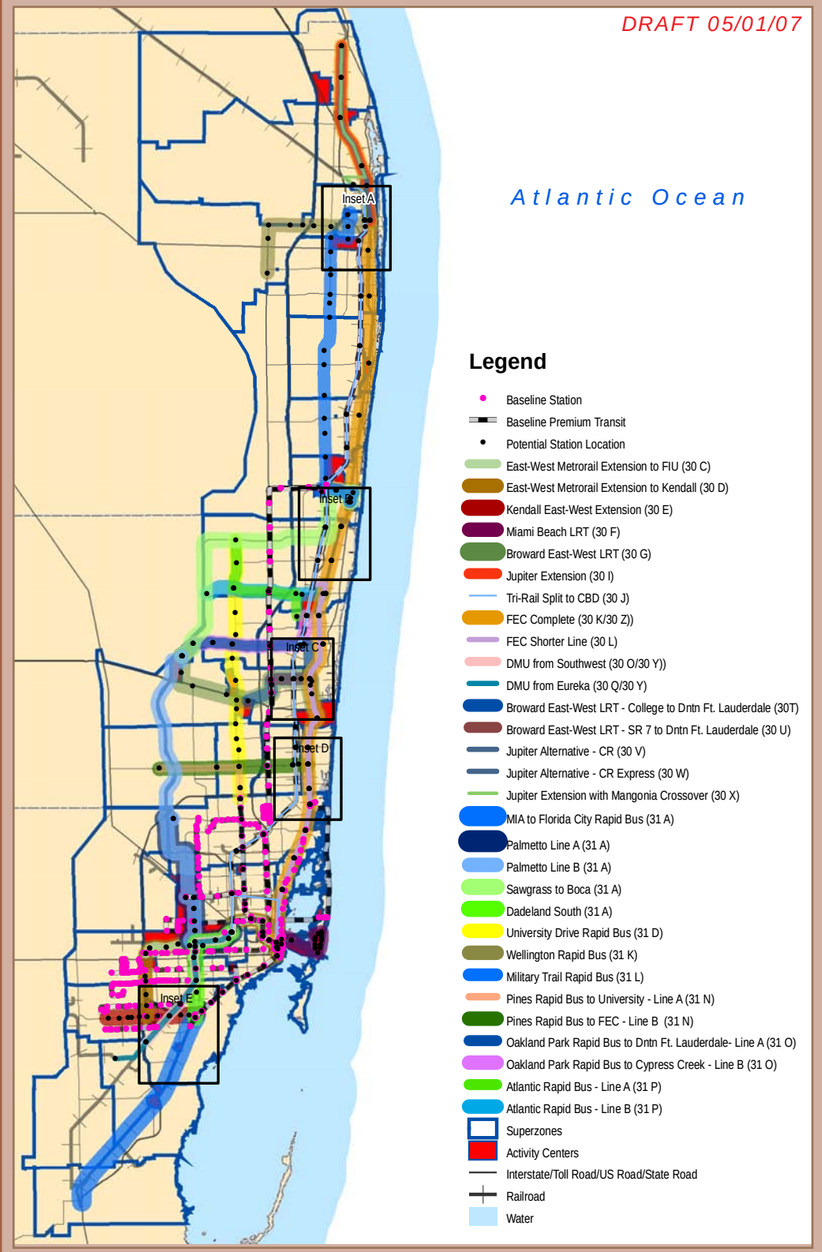


Figure 3

Screen One Alternatives



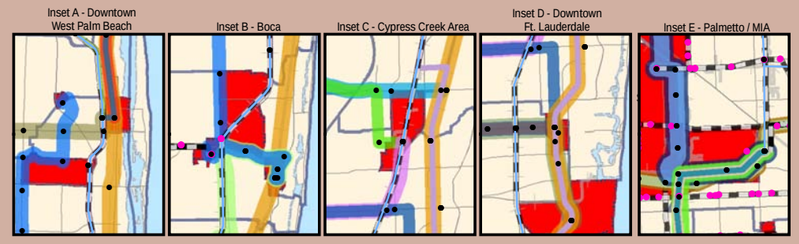
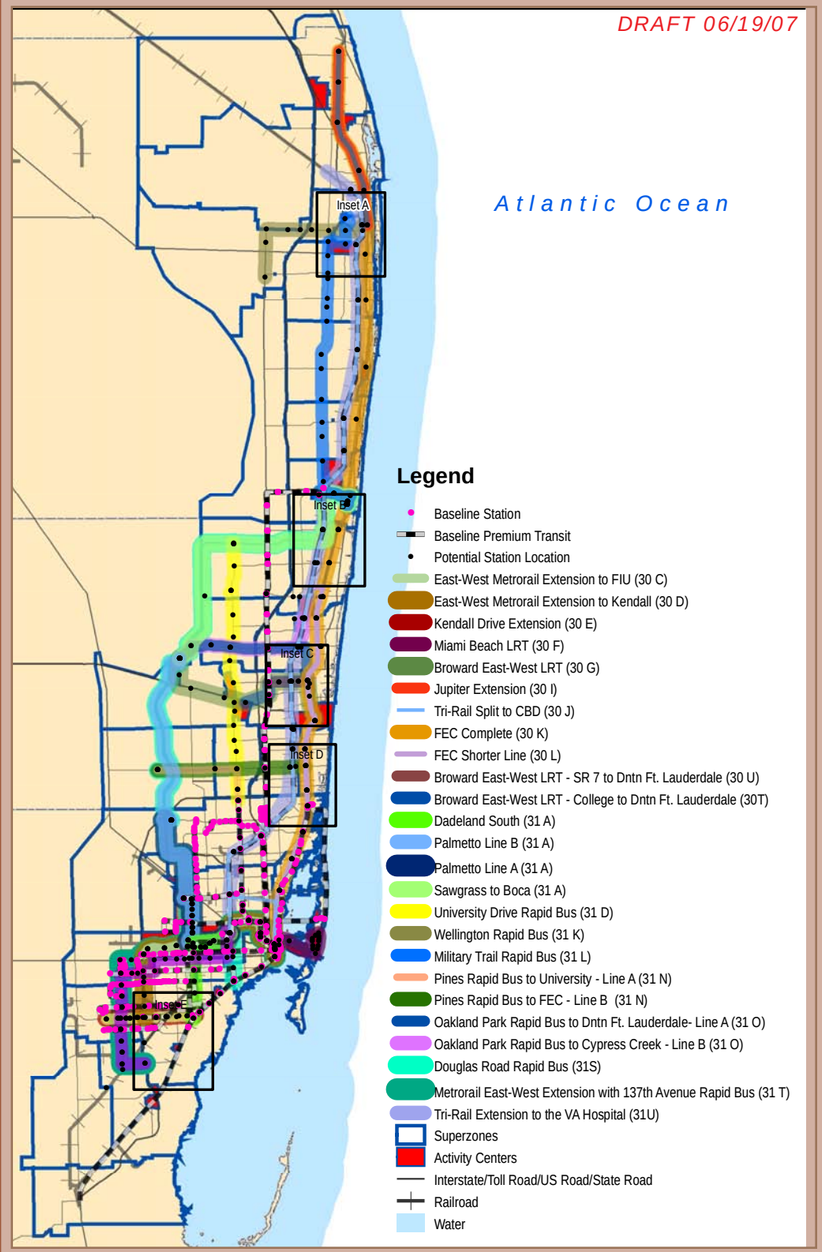
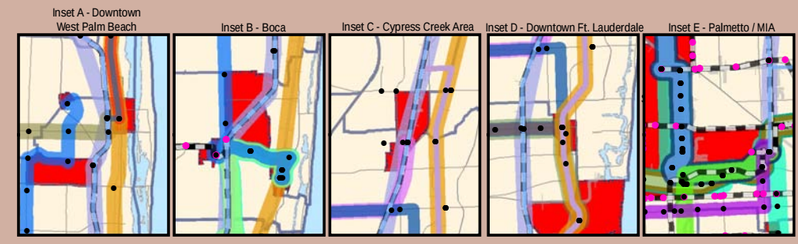


Figure 4

Screen Two Alternatives





SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
CITIZENS ADVISORY COMMITTEE: JULY 13, 2007

AGENDA ITEM REPORT

☒ Information Item ☒ Presentation

2007 RAIL~VOLUTION CONFERENCE UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

The South Florida Regional Transportation Authority (SFRTA) and Miami-Dade Transit (MDT) will be hosting the 2007 Rail~Volution Conference in Miami from October 31 to November 3, 2007. The theme of the conference will be developed around building livable communities based on transit.

Transit is a key part of our region's growth and allows communities to redevelop with new homes, more jobs, shopping districts and much more. The workshops, discussions and tours offered at Rail~Volution will allow participants the opportunities to gain a deeper understanding of building livable communities, share ideas and strategies for success, and network with other professionals.

EXHIBITS ATTACHED: Exhibit 1 – Save the Date Card